



Classic Modifieds 2010 Rules and Specifications

CM1 CODE OF CONDUCT

Racing in clockwise direction. The circuit clearly marked around the infield and you are not permitted to let your wheels pass over the demarcation line other than retiring from the race or being told to.

The rules of racing in this formula with regards to driving and sportsmanship are as follows

If it does not state in the rules you can do it, take it you can't unless permission is given in writing. No misinterpretation/ bending of the rules will be accepted, if in doubt ask. Please note that the only star is the car, so if you want to be a world champion this is not the formula for you. The main emphasis of this formula is driver and spectator enjoyment NOT spending vast amounts of cash.

This is a nudge type formula where you will be able to nudge the car if front going in to the corner to loosen it up so to make a pass. There will be no forceful driving permitted (fencing, winding the car in front out, driving the other driver out towards the fence, and not holding a racing line, etc) this will be looked at as not sportsmanship and will carry a heavy penalty.

These rules are subject to change at any time and will be reviewed at the end of every season.

Any driver with ideas for the formula through out the year will be always welcome. Please submit them to the driver's reps and they will be put forward at the end of the year in a meeting for the following season.

CM2 TYPE OF CAR/BODYSHELL

A list of approved Pre1966 manufactured cars is to be produced but later year models may be considered if the shape of the car fits in with the formula. To encourage a variety of cars on the grid the maximum number of each model of car allowed in the formula is 5. i.e. 5 Anglia's, 5 Cortina's. Anyone wishing to build a car must seek permission first from the driver's reps to ensure that the car is acceptable to the spirit of the formula and that the permitted number of each

model of car is not exceeded.

Car bodies including doors must be made of steel as manufactured. The body must not be cut, lowered or shortened with the exception of the following:

Front firewall/bulkhead to allow fitment of the engine and gearbox but must be refilled in to a high standard.

Inner door panels may be skinned, dash board may be removed.

Wheel arches may be modified for clearance of the wheels and tyres only.

Bonnet, boot lid must not be skinned but the bonnet may have a hole cut in to it for the air filter/s.

The fitting of spoilers or side skirts is NOT permitted.

All other parts appertaining to the car must remain standard items unless mentioned in the following specifications or by arrangement with the formula reps with written permission.

No bespoke space frame chassis will be permitted with the exception of the Reliant *Scimitar* chassis. This maybe modified to fit under the bodyshell of any car providing the chassis wheel base is adjusted to suit the shell and is welded in place.

CM3 ROLL CAGE

A full roll cage consisting of tube only not box and a minimum of 2 hoops 1 front and 1 back must be securely welded together and must be welded/ bolted to the floor /chassis. All joints must be 90% welded.

Two bars must be fitted between the driver and the driver's side door, as a guide these should be at knee and hip height. A minimum of one bar must be fitted on the passenger side but should be around hip height. There must be two bars at the back of the seat one at shoulder height which must support the seat and one lower, there should be one bar on the two front legs of the roll cage and one in the centre overhead, you may fit a petty bar, you may support the front and back suspension turrets and chassis from the roll cage. The cage may also support the rear bumper and the top slider for the front bumper. It must be constructed from steel tube and have a minimum outside diameter of 32mm (1 1/4"). This must be a minimum of 3mm thick. Special attention will be paid to the roll cage and if not suitable you will not be allowed to race. If you are unsure about the roll cage please ask as this will save a lot of hassle later if you find out you have done it wrong.

CM4 ENGINE

The only engines to be used are UK spec Ford V6 2.5, 3.0L Essex or the 2.3, 2.4, 2.8, 2.9 Cologne and be over head valve (2 valves per cylinder type), NOT the 24 Valve Cosworth variant.

Engines must remain standard as manufactured with the following exceptions.

You may rebuild the engine to a road going standard only with no race parts, the only exceptions to this are parts detailed within the rules and be within the spirit of the rules. Over boring to a maximum of 0.060 thou is permitted. Balancing is permitted. Pistons and rods must remain of the standard type to the engine being used with all it's markings. Balancing is permitted as long as one rod and piston is left in standard format and not altered in any way.

The cylinder head may be skimmed but valves must remain standard type and size to the engine. No competition type of valves permitted ie rimflow etc. The rocker gear must remain standard to the engine being used.

The block face may be face cleaned only and pistons must not protrude above the block face.

1. Flywheel and clutch must be standard parts no competition types but you may dowel peg the flywheel, No alloy flywheels. All flywheels must be standard weight. No lightening allowed.
2. Timing gears may be changed for a steel type but no verniers or offset keys
3. Sumps and oil pickups may be modified. You may use an oil cooler but dry sump systems are not permitted.
4. Electronic ignition distributors are permitted but must be standard to the Ford engine. The ignition amplifier connected to the distributor must be a standard Ford unit or a non mapable unit used by a standard production car that uses vacuum advance into the distributor.
5. Engine mounts may be modified and strengthened.
6. Engine bed x member may be modified or home made for the use of steering box to steering rack conversion only but all the suspension and mount pick up points must be in the original place with the exception of the passengers side where you can drill a hole further out to achieve negative camber and drill a hole further in to achieve positive camber
7. Engine stripping will be carried out only when the promoter or drivers rep/s believes that someone is not within the rules and at no cost to them.
8. A 1 litre catch tank must be fitted in the engine.

For the first season there may be some changes to the engine specs as we need to ensure that the 3L Essex and the 2.9, 2.8 Cologne engine produce similar power.

Carburation

All Cologne 2.8, 2.9 engines must use a single Weber 38 DGAS or 38DGMS carb.

The 3L Essex can use a single Holley 390 or any Weber carb.

Camshafts

All 2.8, 2.9 Cologne engines must use the standard factory fitted Ford cam.

The 3L Essex may use a Sports type Cam Shafts but the pistons valve cut outs must not be machined to allow race type cams to be fitted.

Any driver will be permitted to have another driver's engine etc stripped as long as he is willing to put up the money and pay £150. A one race notice need to be given to the officials at a race meeting and if the engine is found to be legal he will forfeit his money. If the engine is found to be illegal he will get his money back, the parts will be confiscated by the promoter and driver banned after his first warning for life from the formula. If there is a dispute over the part/s then they will be taken, checked out and the driver will be notified of the result as will the driver who made the complaint.

CM5 ENGINE POSITION

Engine position must not extend further back than the windscreen bottom aperture against the rear face of the engine block, when viewed vertically. To enable this to be checked, a half-inch hole must be drilled in the bottom edge of the furthest forward point of the lower windscreen aperture and the engine must remain in its centreline position.

CM6 BUMPERS/ SIDE RAILS

Front bumper must be made from 1 1/4" steel tube with 3mm wall thickness and be no wider than 2/3rds the width of the original car bodywork. You may have a hoop in the middle so contact between cars will be even and no panel damage should occur. Front bumper fixing to be mounted via a slider system which must be attached to the car via 3mm plates welded or bolted to the chassis. A piece of 38mm tube welded to the plates serves as the outer of the slider system with a 6mm bolt holes drilled in to fix the front bumper in place. The M6 bolts should shear and the bumper slide backwards if contact between cars is excessive. A 10mm hole must be drilled in the rear of the bumper irons and a bolt or pin used to stop the bumper from sliding off forwards if the 6mm bolts/pins are sheared off while racing. Please contact a drivers rep if your are unsure how to fabricate the front bumper slider system.

Rear bumper must be made of 1 1/4" steel tube and must be no wider than the outside edge of the rear wheels. It should be a double rail type so contact

between cars will be even and no panel damage should occur. It may be fixed to the roll cage and to the floor of the car and may be curved around the rear 1/4 panels. Nerf rails must be fitted on both sides of the car to stop the cars riding up over each other and must be as wide, but no wider than the wheels and tyres on the car. Nerf rails must be around the hub height and must be fixed to the roll cage. Please refer to drawing below.

CM7 EXHAUST

Tubular exhaust headers may be used. The exhaust box is free. If the exhaust passes through the car it must be covered with metal and be secured. Exhaust/s must exit on passenger side of car, no exceptions.

CM8 TRANSMISSION / DIFFS

No 4 wheels drives allowed. All diffs must be locked. Limited slip diffs are banned. Gearboxes may be changed within the ford range. No Competition types. No gears must be removed from the gearbox and must remain standard. Only the helical type permitted not straight cut type.

CM9 WHEEL RIMS

Wheel rims must be a minimum width of 8", no maximum width. Only steel wheels appropriate to the age of cars can be used, no alloy wheels. The back depth must be the same on all four wheels and the outer rim must protrude a minimum of 3" outside of the original bodywork. Rostyles/wellers etc can be used. Wheel studs must protrude though the nuts but this will be down to the scrutineer's discretion if they are not but look safe to race, as some long studs are not available. No wheel balance weights, No blow off type valves. Wheel and tyres must not protrude further than the nerf rails and rear bumper steel work on the car.

CM10 TYRES

1. Any tyres may be used i.e. slicks wet etc
2. All tyres must have a tall side wall (ie 23/57x13 for ex sample) this will help with the retro look.
3. No tyre softener must be used. A durometer will check the tyres and must not be less than 40 duro"s at any time when checked but this is still being looked in to so please check your tyres or have the scrutineer check them before you race or you will receive a ban.
4. No blow off / pressure relief type valves permitted

CM11 FRONT SUSPENSION

Adjustable type shock absorbers may be fitted but must not have a separate reservoir.

1. The top mounts may be adjustable.
2. Adjustable 2.25" platforms may be fitted.
3. COIL SPRINGS – free.
4. Rosejoints permitted.
5. Negative and positive camber will be permitted.
6. Quick rack will be permitted.
7. Adjustable bottom arms may be fitted.
8. Anti rollbar maybe adjustable and home made.
9. The wheel base may be move by 2" on the passengers side only, the drivers side must be in it's standard position for the make and model being used
10. No part of the front suspension will be permitted to be part of the roll cage.
11. Compression/ tension struts may be used.

CM12 REAR SUSPENSION

1. Must be live axle. No independent suspension.
2. Four or five link rear suspension is eligible for use.
3. Adjustable type shock absorbers may be fitted but must not use a separate reservoir.
4. Adjustable 2.25" platforms may be fitted.
5. Springs- free.
6. Rose joints permitted.
7. Lowering blocks may be fitted.
8. The rear suspension link arms for the rear axel may be mounted to the roll cage by the rosejoints but the shox must remain connected to the bodyshell turrets the only exception being if you use the Reliant *Scimitar* chassis.

CM13 BRAKES

These must be effective on 4 wheels. Parking brakes optional.
Only one or two pot callipers can be used but you may fit a spacer kit so vented discs can be used. Only steel callipers permitted.
Brake discs to be made of steel and are free. No special types.
Brake discs may be used on the rear as a drum replacement.
Bias braking permitted.

CM14 DOORS

Doors must be welded or bolted closed but bolts must be hidden within the inner door frame. The inner frame may be removed. You may move the B post backwards to change the appearance of a four door car into a two door car.

CM15 GLASS

No glass is allowed in the window apertures. All other glass must be removed from both inside and outside of the car. A rear view mirror must be fitted inside the car. Headlamp and rear lamp apertures must be blanked off.

CM16 SEAT

Competition types are permitted. A standard seat may be used but the headrest must be fitted or have one fitted within the roll cage. A bar at shoulder height must support the seat and the seat must be secured to it.

CM17 FLOORS/GROND CLEARANCE

All floors must be complete and made of mild steel and all holes must be filled in. The gearbox tunnel may be modified to enable fitment of Ford gearbox as can the diff tunnel be modified to help with lowering of the car. Ground clearance at present is set at 6" but is subject to change at any time. This will be measured from the lowest part of the sill.

CM18 COOLING SYSTEM

Radiators are free. An extra radiator may be fitted within the engine compartment if required. ie Heater matrix, or header tank which helps keep engine cool. A Kenlow fan may be fitted.

CM19 FUEL/FUEL TANK

1. Only tanks with a maximum capacity of 15 litres/ 3 gallon are permitted. This must be fitted inside the boot or rear area. It must NOT be fitted below the chassis rails of the car.
2. A firewall must be fitted between the driver and the fuel tank (including filler cap),
3. An electric fuel pump may be used with regulator.
4. Secondary fixing on the fuel feed line is required at the carburettor.
5. A stop tap must be fitted within easy reach of the driver.
6. The only fuel allowed is that from a roadside garage petrol pump. No additives will be permitted.

7. Two holes 2" diameter must be drilled in the lowest part of the boot floor to allow any spillage of petrol to escape.

CM20 SELF STARTERS

These must be fitted and in good order at all times. 24 volt starting system may be used.

CM21 STEERING WHEEL

This may be a quick release type. But the use of wooden style steering wheel is not permitted.

CM22 NUMBERS/SIGN WRITING

Numbers must be displayed on both sides of the car and directly on the roof, no fin plates will be permitted. All numbers must be large NASCAR style and size (At Least 18" high) and they must be of professional appearance. The driver's name must appear plainly on both sides of the car. No air brushing permitted as we want the cars to look like 1970's cars. You may only use single or double numbers ranging from 0 to 99.

CM23 VEHICLE WEIGHT

The minimum weight is 900kilos with the driver at present but this is being looked in to and you will be notified when this is done. Ballast to bring the car up to the minimum weight will be permitted but must be even from side to side and front to back and must be bolted down.

CM24 FIRE EXTINGUISHERS

Must be at least 1kg (2lb) dry powder or gas type and fitted within easy reach of the driver. It should be maintained in good working order at all times. A fire extinguisher must be fitted to the car transporters where possible in case of a fire in the pits.

CM25 BATTERIES & ELECTRICAL SYSTEM

1. Battery(ies) must be securely fixed and covered with a rot proof material if they are not of the sealed gel type.
2. No battery box only adequate clamps and suitable covering i.e. rubber etc.
3. Contact between the safety harness and battery must not be possible.
4. Battery/s must be a minimum of 152mm (6") from the fuel tank.

5. The battery position is free and a maximum of 2 batteries are allowed. Oversized batteries being used as ballast are not permitted.
6. A battery master switch must also be fitted in the area of the rear left hand side rear window and must be clearly marked "on/off" or have an electricity danger decal.

CM26 CLOTHING

Drivers must wear overalls for the grand parade.

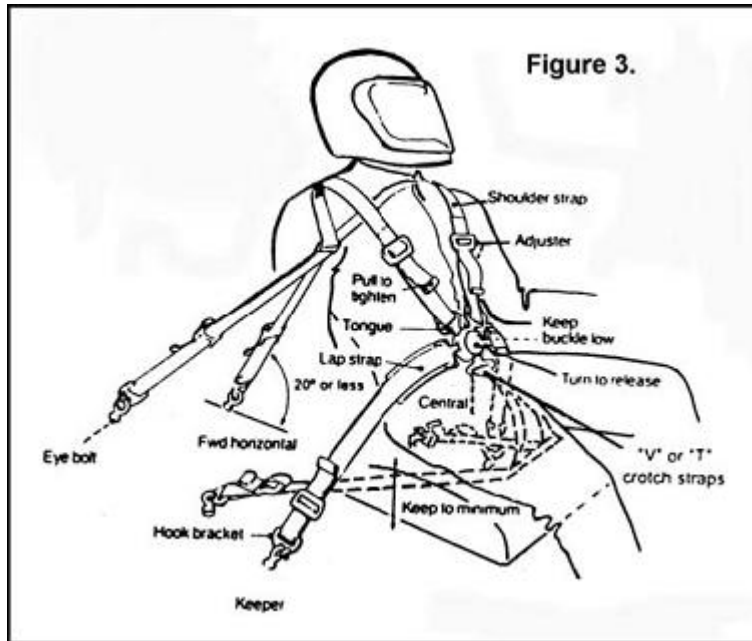
1. For racing fire-retardant Proban overalls or higher specification material must be worn.
2. Drivers and mechanics must wear bright-coloured racing overalls, and these must be maintained in a clean and tidy condition when in view of the public.
3. If wet weather race suits are worn you must still wear the fire proof overalls under them there are no exceptions to this.
4. Neck supports are recommended but not compulsory.

CM27 HELMETS/EYE PROTECTION

Helmets must be a minimum specification of (as detailed by BORSE)
(BSI) Great Britain :BS6658-85 TYPE A
:BS6685-85 TYPE A/FR
(The Snell Foundation, USA: SA2000-SA2005
SF1 Foundation 31.1 or 31.2
The European E22 Standard With serial Numbers Starting With 05
Fibre glass or Fibre glass/Kevlar
A visor to a minimum of 4110 standard

CM28 SAFETY HARNESS

Following recent research made by leading safety harness manufacturers, new information has been made available with regard to the best way to fit your safety harness, which will further ensure your safety. Please study the diagrams below to ensure your safety harness is fitted correctly.



The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it in order to wrap and hold the pelvic region over the greatest possible surface, the lap belt crossing it below the anterior-superior iliac spines (bony part of the hip). Under no circumstances should it be worn over the region of the abdomen. Lap belt/straps must terminate vertically downwards, and not forwards or rearwards of the hip joint. Lap straps should terminate symmetrically about the wearer on either side of the seat, about 20" (500mm) apart. The distance between the seating surface and the anchorage point should be kept to a minimum to prevent submarining. The location of the crotch strap mounting should be to the rear of the driver, and 10" (250mm) to 12" (300mm) apart. Fig. 2 shows the location for the tail straps, which should be horizontal to 20° below horizontal, and as close to the shoulder as is practical for optimum restraint. Only safety belts comprising of separate shoulder, lap, and sub-straps will be permitted. The sub-strap must be used at all times, and all belts must connect to the quick release buckle. The abdominal strap fixing point must be on the chassis, roll cage, or floor (for vehicles with no chassis), either side of the driver. ***It is compulsory that a minimum of 3" wide safety belts (2" sub-strap) are used. This will be mandatory from 2nd January 2006. A full five point buckle release harness (including NASCAR type) with sub-strap must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended.*** The shoulder straps must be supported at shoulder height. NASCAR type buckles must be fitted with lever on the right side of the driver. It is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of tube grip elasticated bandage, slid over the hooked buckle, serves the purpose. Special attention must be paid to the condition of seat belt fixings once fitted. Information is available, from your Promotion, on the correct procedure to follow when fitting seat belts. Remember — your life depends on them, and belts,

once involved in a severe accident, should be discarded and replaced. Safety belts must not pass through the firewall — all connection points must be visible.

CM29 ROOF COLOURS/OPTIONAL

You may paint your roof any colour. In due time there may be a points type system to work out where a driver must start and this will be done on an average of points gained on places and at race meetings attended. All drivers must book in to race not just turn up as you might be turned away.

CM30 DRIVERS REPS

The driver's reps for this formula can be contacted Via Swaffham raceway.

| | |
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| DAVID GABRIEL | car number 69 |
| MARK TEGERDINE | car number 63 |

WEBSITES www.classicmodifieds.co.uk/

www.swaffhamraceway.co.uk

Swaffham Raceway racing manager - Shawn Mason 07816 469582.

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