



Classic Modifieds

2012 Rules and Specifications

CM1 CODE OF CONDUCT

Racing is in a clockwise direction. The circuit is 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 non contact formula the bumpers are purely for protection of expensive panel in the event of a racing incident. There will be no forceful driving permitted (driving the other driver out towards the fence, not holding your 'lane', etc). Intentional front to back bumper contact is not permitted. Offenders will be punished either by being docked places. Excluded or even loaded up and banned.

Overtaking. It is the responsibility of both the overtaking and overtaken driver to make sure that safe overtaking occurs during racing. Any driver who is being challenged must always leave the challenger a 'lane' to race in. A driver traveling alone may use the full width of the track but once he/she is challenged, they must immediately select a lane to race in. Drivers that are being lapped must choose a racing line, either inside or outside and stick to it until the faster cars have passed. Where there are two cars racing side by side about to be lapped, the car on the outside MUST give up his/her position and drop back behind the inside car, thus allowing the lapping cars to overtake.

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

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

CM2 TYPE OF CAR/BODYSHELL

The car model must have been first produced at least 42 years ago (1970 for 2012 rules), other models may be considered by the promoter if the shape of the car fits in with the spirit of 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** first seek permission from the promoter 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:

Fibre Glass front wings may be used where steel wing are unavailable. If used the structural strength of the front of the car must be maintained by the addition of strengthening.

The front firewall/bulkhead can be altered to allow fitment of the engine and gearbox but it 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.

For narrow bodied shells using wide axles, small arch extensions may be used, but at least 3" of the tyre must remain uncovered.

The minimum width of a Classic Modified, measured from the outside of the rear wheel rims must not be less than 66".

Bonnet, boot lid must not be skinned but the bonnet may have a hole cut in to it for the air filter or an air inlet/ scoop may be fitted. The maximum size of the scoop is 2" high and 9" wide.

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 promoter and formula rep with written permission.

No bespoke space frame chassis will be permitted with the exception of the Reliant SE5 /SE6 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 section) 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. The bottom of the roll cage posts must be welded to 3mm thick floor plates at least 150mm X 150mm. All joints must be at least 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 as long as one rod and piston is left in standard format and not altered in any way. Pistons and rods must remain of the standard type

to the engine being used with all its markings with the following exception. As 2.9 Cologne pistons are unavailable 2.8 pistons may be used (2.8 pistons must be machined flush with the top of the block or lower, piston skirts may be machined for clearance only, spot machining for balance only.)

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. 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.

Timing gears may be changed for a steel type but no verniers or offset keys.

Sumps and oil pickups may be modified. You may use an oil cooler but dry sump systems are not permitted.

Electronic ignition distributors are permitted but must be mechanical advance type. The ignition amplifier connected to the distributor must be a standard Ford unit or a non mapable unit that is designed to use mechanical advance in the distributor.

Engine mounts may be modified, strengthened or fabricated.

Engine stripping will be carried out only when the promoter believes that someone is not within the rules and at no cost to them.

A 1 litre catch tank must be fitted in the engine.

Carburation - All engines must use a single Weber 38 DGAS or 38DGMS carb. No ram air or forced induction allowed.

Camshafts -

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

The 3L Essex must use the standard or the Burton VA14 camshaft.

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

Non Scimitar builds. 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.

For Scimitar builds the engine position is determined by the wheelbase of the body shell used as detailed below.

Wheel base less than 94" - Engine front pulley max 5/8" from back of steering rack

Wheel base 94" to 99.9" - Engine remains in standard Scimitar position.

Wheel Base over 100" - Engine front pulley can be a maximum of 8" from back of steering rack.

CM6 BUMPERS/ SIDE RAILS

The **centre of the bumpers must be 21" +/- 2"**.

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. 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 occurs. Only 4 bolts to be used and they must have a tensile strength of 8.8. 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 the 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. 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 . Nerf rails must be around the hub height and must be fixed to the roll cage.

CM7 EXHAUST

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**.

3.0L Essex engines may use tubular headers, all Cologne engines must use original Ford cast headers.

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"and maximum width of 10". 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 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 are 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

The following tyre sizes may be use 25/57x13, 24/57x13, 23/57x13

Only slicks and cut slicks for wet races may be used. No 'full wets' tyres may be used.

No tyre softener must be used.

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.

The top mounts may be adjustable.

Adjustable 2.25" platforms may be fitted.

Coil springs – free.

Rosejoints permitted.

Engine bed x members are free.

Negative and positive camber will be permitted.

Quick racks will be permitted.

Adjustable bottom arms may be fitted.

Anti rollbar maybe adjustable and home made.

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

No part of the front suspension will be permitted to be part of the roll cage.

Compression/ tension struts may be used.

CM12 REAR SUSPENSION

Must be live axle. No independent suspension.

Three, four or five link rear suspension is eligible for use.

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

Adjustable 2.25" platforms may be fitted.

Springs- free.

Rose joints permitted.

Lowering blocks may be fitted.

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. However the 3 pot callipers found on some Scimitars may be retained if the braking system remains standard.

Only steel callipers permitted.

Brake discs to be made of steel and are free.

Brake discs may be used on the rear as a drum replacement.

Bias braking permitted.

A single brake light must be fitted at the top centre of the rear window aperture. The light should be appropriate to the look of the formula eg single 21Watt lamp fitting, no LEDs

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.

For all Classic Modifieds the minimum distance from the lowest part of the sill to the floor is 6"

For Scimitar based builds the minimum distance from lowest part of the chassis to the floor is 4 1/2"

The minimum distance from the lowest part of the (unmodified) gearbox bellhousing is 4".

All measurements taken with car race ready and driver in the seat.

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

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.

A firewall must be fitted between the driver and the fuel tank (including filler cap),

An electric fuel pump may be used with regulator.

Secondary fixing on the fuel feed line is required at the carburettor.

A stop tap must be fitted within easy reach of the driver.

The only fuel allowed is that from a roadside garage petrol pump. No additives will be permitted.

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. Roof numbers must face the passenger side. 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 01 to 99.

CM23 VEHICLE WEIGHT

The **minimum weight is 1000kilos** with the driver and the car in ready to race condition. 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

Recommended that an extinguisher of at least 1kg (2lb) dry powder or foam type is 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

Battery(ies) must be securely fixed and covered with a rot proof material if they are not of the sealed gel type.

No battery boxes, only adequate clamps and suitable covering i.e. rubber etc.

Contact between the safety harness and battery must not be possible.

Battery/s must be a minimum of 152mm (6") from the fuel tank.

The battery position is free and a maximum of 2 batteries are allowed. Oversized batteries being used as ballast are not permitted.

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.

For racing fire-retardant Proban overalls or higher specification material must be worn.

A fire retardant balaclava and fire retardant gloves must be worn for racing.

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.

If wet weather race suits are worn you must still wear the fire proof overalls under them there are no exceptions to this.

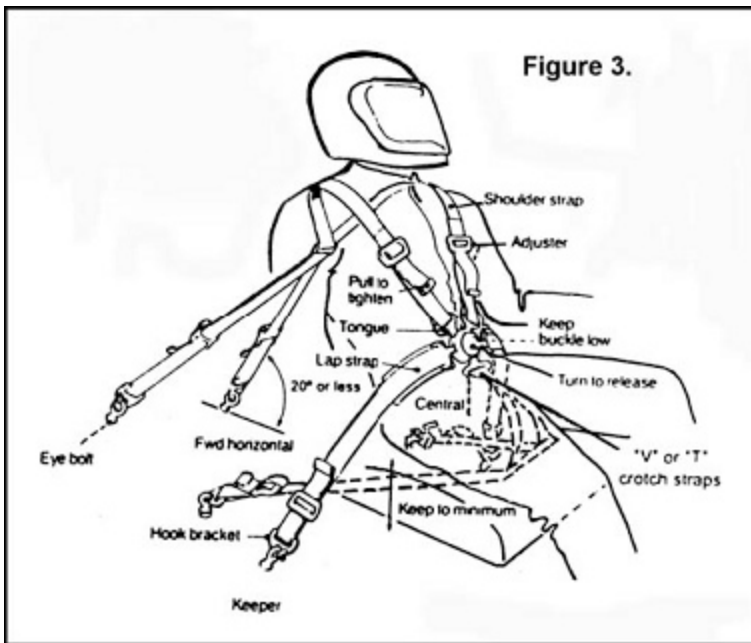
Neck supports are recommended.

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 crutch 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 crutch 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 WINDOW NETS

Window nets are compulsory and must be fitted to the drivers side door

CM30 ROOF COLOURS AND GRID POSITION

You may paint your roof any colour. The racing results will be recorded but a points chart will not be published. A points system will be used to work out where on the grid a driver must start. This will be done on the average 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.

CM31 CONTACTS /ADDITIONAL INFORMATION

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

MARK TEGERDINE car number 63

These Classic Modifieds rules can be downloaded from the Swaffham Raceways Website

<http://www.swaffhamraceway.com/downloads.html>

Main Swaffham website

<http://www.swaffhamraceway.com>

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