

Requirements for Speed Events

Personal Requirements.

Safety Helmet. (Open cockpit cars, drivers require a clear visor or non-glass safety goggles).

Gloves. Optional but recommended.

Footwear. Substantial footwear is essential (no sandals, thongs, etc.)

Drivers Apparel. Ankle to neck, long sleeve, flame resistant clothing. Wool is best, but coverall overalls and round neck sweater will suit.

Vehicle Requirements

Fire extinguisher. Non-BCF type. To be fixed securely in an accessible position in the driver's cockpit. Extinguishers secured with rope, twine, etc., will be rejected.

Seatbelt. If fitted must be in good condition and securely mounted.

Bonnet Catches. All rear hinged bonnets must have an additional independent non-extendable strap fitted.

Tail shaft catch strap. If either universal joint breaks, the tail shaft must not be able to hit the ground. In most cases the chassis cross-member acts accordingly, but this must be checked.

Steering. Must have minimal free-play.

Suspension. Must be in good condition with no significant wear in the sundry ball-joints, shockers, king pins, bushes, wheel bearings, etc.

Brakes. A firm pedal with no pump-up is required.

Wheels. Spokes will be checked, knock-on's and nuts must be tight.

Tyres. Must be roadworthy, or if slicks are fitted then free from damage. Re-cap tyres are unacceptable.

Valve caps. Must be fitted to all wheels. Metal type preferred.

Hub Caps. Must be removed.

Body / Chassis. Rust in load bearing areas will result in rejection.

Boot / Cockpit. Nothing loose, e.g. tools, jack, spare tyre, etc.

Electricals. Forward facing lights must be taped and wipers, all lights, especially brake lights must be operative. Electrical wiring secured and safe.

Under bonnet. Battery must be secured, even if under floor.

Fuel lines. In good condition and secured properly.

Carburettor springs. Each carburettor must have its own independent spring acting directly on the shaft (spiral spring is suitable).

Fluids. All fluids must be contained (no leaks) and in plentiful supply. It is suggested that extra oil (1/2 litre) be added to the sump due to possible high cornering loads.

Roll-over bar. Optional, but strongly recommended.