

# NHRPA National Hot Rod Promoters Association

21<sup>st</sup> February 2008

## 2008 Rule Amendments (changes in red)

### To be read in conjunction with NHRPA National Hot Rod Specifications - 2007/2008

(Unless specifically stated otherwise, changes/amendments have immediate effect)

## **NHR.2 TYPE OF CAR** *(Full Space frame only)*

Only cars that are front-engined, saloon or hatchback, are permitted, based on a standard steel production shell. Coupés **and certain sports cars** may be used, but only with the permission of the NHRPA. (The NHRPA's definition of a Coupé is as follows; any car with 2 doors and a boot lid, not a hatchback; The current approved Coupés are the Ford Puma, Peugeot 206cc, Vauxhall Tigra, Audi TT **and BMW Z4**).

The NHRPA's definition of a Sports Car is as follows; any car with 2 doors and only originally constructed to carry two persons; The only currently approved Sports Car is the Mercedes SLK 55 AMG.

Any new car to be introduced into the formula, must have permission of the NHRPA before it is built, and once ready to race, must be scrutineered at a meeting prior to the first meeting where it is intended to be raced.

## **NHR.12 SHOCK ABSORBERS**

E. No shock absorbers fitted with separate reservoirs, **including those which form part of the exterior housing.**

F. No shock absorbers that can be controlled from the driver's cockpit.

G. No shock absorbers which cost in excess of £500 plus VAT **each.**

H. All shock absorbers must be freely available to anybody **in the UK**, either direct from the manufacturer or their agent(s).

## **NHR.28 CYLINDER HEAD**

NHR.28.11 Timing chain tensioner

On the Duratec 16-valve engine, it is permitted to modify the timing chain tensioner

## **NHR.39 GEARBOX / FINAL DRIVE**

• Gear change must be manually operated (by conventional **H-pattern** stick change) not electronically or by any other method, **including sequential shifters.**

• No transmission/gearbox may be used which costs in excess of £2,000 plus VAT, and all transmissions/gearboxes must be freely available to anybody **in the UK**, either direct from the manufacturer or their agent(s). *(Changes to gearbox rules highlighted in red take effect from 01/07/08)*

## **NHR.48 WINDSCREENS / GLASS**

a) No windscreens of any type (safety glass, laminated, perspex, or lexan) are permitted.

b) No rear screens of any type (safety glass, laminated, perspex, or lexan) are permitted.

c) You may not fit glass, perspex, or lexan into the driver's side, or passenger's side, front or rear door window apertures, or anything which may restrict access to vehicle.

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d) A metal upright, to a maximum 38mm, minimum 19mm, box or tube section, must be welded or bolted to the centre of the front windscreen aperture, or multiples equi-distantly in the front windscreen aperture.

e) A wire mesh panel covering the driver's side of the screen is not permitted.

f) The fitment of temporary perspex or lexan shields to protect the driver in either inclement weather or dirty track conditions **only**, is permitted. Such shields may be attached to the bonnet or within the windscreen aperture, or both, and must not be of excessive size. The scrutineer's decision regarding what constitutes excessive, shall be final. See (a) above.

## NHR.56 DRIVER'S SEAT

g) The measurement from the centre line of the axle to the nearest part of the seat back, must be a minimum of 15" (37.5 cm).

## NHR.67 LICENCES

**New drivers** (drivers who have never held a licence): All new drivers must race on a provisional licence for a minimum of three meetings. A provisional licence will cost the same as a full licence, but if the application is not successful, 50% of the licence fee will be refunded. **The NHRPA reserve the right to deem an existing driver as being provisional.**

European domiciled drivers who intend racing regularly in the UK (or ROI) must be licensed with the NHRPA. They have the choice of qualifying for the world final in the same way as an English driver (with an English licence) or they may elect to remain as European drivers (with a European NHRPA licence) and may or may not be invited to take part in the world final. If invited, their grid position will depend entirely upon lap times.

## Tyre Management

You will only be permitted to use **one** new slick tyre per round. Once that tyre is marked it must be used at that meeting - drivers must **not** stockpile marked new tyres. Previously marked tyres do not need to be re-marked at scrutineering.

New drivers to the formula can use four new tyres at their first meeting. After the first meeting that a new driver has attended and at the next and subsequent meetings, he/she must use tyres which have been previously marked, other than their one new tyre, if they choose to use one.

At all major championships, specifically those spanning a weekend (World, National, European) or "weekenders" (British/Irish Open) drivers will in future only be permitted five (5) new tyres. **For the World Final weekend, World Finalists must use the tyres upon which they intend to race, during lap times.** Support cars may only use one new tyre.

Tyre buffing is permitted.

## Penalty Points

Penalty Points - A black cross may be shown to a driver to warn him that he is under observation by the Steward for a perceived offence. The Steward may, after due consideration of the evidence, at the conclusion of the race either act upon, or disregard, the black cross. A driver may also receive a black cross penalty without being physically shown the signal. If acted upon, the driver concerned may be penalised by being dropped a number of places in the final result. As a guide, this will be double the number of places gained by the offence. This penalty may be given regardless of whether the offending driver completes the race distance. In addition to this, the driver will receive three penalty points. As an experiment, until July 4<sup>th</sup> 2008, a black cross will **not** carry any penalty points, but be warned - the Stewards have been asked to be more vigilant! **Important:** drivers will **not** be allowed to protest a black cross. The penalty points for a black flag (5) and a load-up (10), remain the same.

## 'Pay-To-Race'

In order to fund needed improvements within the formula without increasing the licence fee, all drivers racing at meetings held in England will be subject to a £10 fee per meeting. Monies raised will be used to:

- Finance the appointment of a Technical Inspector, enabling more detailed examination of the cars more often, as well as maintaining consistency in the application of technical regulations.
- Purchase a dedicated set of NHRPA scales, so that the same set shall always be used.

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- Purchase further spare MBE boxes to enable random swaps to be carried out.
- Institute more fuel checks and, from time to time, randomly select drivers to use fuel supplied by the NHRPA.
- Hire a 'tyre sniffer' to detect the presence of tyre softener.

It is **not** the Association's intent to make any profit from these revenues, and any 'extra' may be returned to the formula in the form of increased prize money from time to time, or possibly the foundation of a benevolent fund.

**NI and ROI drivers only:** Following representations from many drivers and an overwhelming vote against the new regulation in a straw poll conducted at last year's National championship meeting, the NHRPA has decreed that the earlier change to the rules regarding world championship qualifying from these areas, is to be rescinded. This is to say, that the changes for NI and ROI drivers announced on 26/7/07 ("The overall winners of the National Points in N. Ireland and S. Ireland will now automatically join Group One on the grid.") will **not** now be the case, and NI and ROI drivers will contest their grid positions with **all** other non-English registered drivers in lap times, exactly as in previous years.

**Local regulation:** Due to Health & Safety requirements, note that **all** drivers racing at Ballymena (NI) must store and transport their fuel in metal jerry cans marked: 'Petroleum Spirit, Highly Flammable'. Be advised that any driver found using plastic petrol canisters faces a life ban from Ballymena Raceway.