

2022

RACING RULES & REGULATIONS



VHRA

VINTAGE HOT ROD ASSOCIATION

Part One:



Part Two:



Part Three:

Licensing and Legal



1. VEHICLE ELIGIBILITY:

To compete at the Hot Rod Races vehicles must be VHRA eligible and owned by a paid up member of the VHRA.

For a vehicle to be eligible for the VHRA, they must meet the following joining criteria:

- 1.1. Ownership of a traditional style hot rod or custom is required. Traditional is defined as build styles and practices ranging from the 1910s to the early 1960s. Projects are acceptable but must fall within the rules of the association.
- 1.2. All cars must be of US manufacture prior to 1949. Replica or non-US counterparts are acceptable. For the purpose of racing, cars must conform to the spirit of a pre-1962 (period defined vehicle) as per national motor sport regulations
- 1.3. All cars should contain a genuine major component of pre 1949 manufacture. Recognised components are: body, chassis or engine. Ford flatheads of later manufacture are acceptable.
- 1.4. Non-original independent front ends, modern disc brakes, coilover shocks, air bags and/or radial tyres are not acceptable. Cars must contain a good proportion of old parts in their construction.

For further clarification of rules for joining the Vintage Hot Rod Association, please visit our website at: www.vhra.co.uk/racing-rules-regulations

2. INSPECTION: This is no more than a casual inspection of the blatantly obvious.

- 2.1. Inspections are on the Friday before racing, from midday until 8pm in the upper car park. Please present vehicle at your earliest convenience. Car must be clean, tidy and ready to race.
- 2.2. Vehicles must carry a fixed fire extinguisher, no more than five years old.
- 2.3. Seat belts to be fitted to all competing cars, lap belts are acceptable. Cars with rollover protection must have a 5 point harness and arm restraints. Dispensation from seat belts may be sort for open cars following the rules stated in 2.8.1, 2.8.2 and Appendix 1 of this document.
- 2.4. Hood/bonnet top must be fitted. Pulley/belt covers alone are not acceptable.
- 2.5. Crash helmet and gloves must be presented at inspection. Helmets must have a hard-shell exterior and be of a good standard. Cork & vinyl or inferior quality helmets will not be accepted.
- 2.6. Battery must be secured.
- 2.7. Race numbers must be applied to both sides of the vehicle and be clearly visible. No magnetic numbers. Number is your membership number followed by class.



- 2.8.1. Cars running in excess of 90mph must be fitted with a roll bar, including harness, worn crossed at the rear, and arm restraints. Cars exceeding 100 mph must be fitted with a roll cage, including 5 point harness, worn crossed at the rear, where possible, and arm restraints. This must be adhered to, unless all major components, as defined by Motorsport UK, are manufactured to a specification prior to 31st December 1961. Manufacture date is defined by the year the component was first produced. The major components are defined as: chassis, body, engine, transmission, brakes, suspension and wheels. The IOPD have granted further dispensation to omit transmissions from this ruling. Exemption does not extend to new chassis not made to a vintage specification and fibreglass bodies. If exemption from this rule under Motorsport UK rules for Period Defined Vehicles is sought, then you must complete an exemption form ahead of scrutineering. Cars seeking exemption but found not to meet this definition will not be permitted to run until rollover protection is fitted. See Appendix 1 at the back of this book for full details of Motorsport UK rules pertaining to exemptions. It is however recommended that rollover protection is fitted to all vehicles, regardless of capabilities.
- 2.8.2. All cars with exemption from rule 2.8.1, but exceeding 100 mph, must be fitted with a roll bar. Cars exceeding 110 mph must be fitted with a roll cage. Both must include a harness, worn crossed at the rear, where possible, and arm restraints.
- 2.8.3 If scrutineers believe your vehicle may exceed the aforementioned limits in 2.8.1 and 2.8.2, they may stop you from running if suitable rollover protection is not fitted. This will be assessed against vehicle specification and class records.
- 2.8.4 Any car exceeding the aforementioned limits in 2.8.1 and 2.8.2 without the appropriate rollover protection, will not be able to compete further in competition. Speeds will not be recorded nor shared with the owner/driver. The disqualification will stand in future events, unless rollover protection is fitted, or the car is sufficiently altered in a fashion that considerably reduces its speed. This also applies to vehicles that have exceeded the speed limits in previous events.
- 2.8.5. Rollover protection must be constructed to a standard as defined in Appendix 2 at the back of this book, or to current Motorsport UK standards.
- 2.9. Scrutineer may inspect condition of tyres, suspension, steering, brakes, modifications, seating, gears, including reverse lockout, controls and complete a visual inspection of the car.
- 2.10. The scrutineer's decision is final in all cases.

3. DRIVERS:

- 3.1. All drivers are to attend a pre-race briefing on Friday whilst vehicle inspections are taking place.
- 3.2. Driving licence is to be presented, provisional licence is not acceptable.
- 3.3. Race licences and competitor wristbands will be allocated when signing on and after briefing.



- 3.4. Speed limit of 5mph in all areas except race course.
- 3.5. Crash helmets must be worn.
- 3.6. Jacket, trousers, helmet and gloves to be worn in all competing cars. Arms and legs must be fully covered.
- 3.8. If push starting a vehicle, push car must pull to the right at the first flag and return to pits when safe to do so. Driver's arms and legs must be covered and gloves are to be worn.
- 3.9. No passengers on race course at any time, this includes return runs to pits.

4. RACING:

- 4.1. Cars run in race number order unless directed otherwise by the marshals.
- 4.2. Wait at entrance to race course until called forward by startline marshal.
- 4.3. At the startline you will be held by a chequered flag. Do not start your run until the flag is raised.
- 4.4. Limit wheelspin off the line, we have to preserve the track for the duration of the event.
- 4.5. The course is marked by a series of blue flags, keep between those as you move down the course.
- 4.6. The timed area is from the entrance at the first red gate to the exit at the second red gate. This is where you are timed, and you should continue flat out through this section, if it safe to do so.
- 4.7. Slow gently after passing the finish gate, speed will be greater than you imagine on the beach. Do not attempt to shift down or use engine braking as it can provoke a spin and a roll.
- 4.8. If you go off the course for any reason, stop in as safe a place as possible and do not return until instructed to do so by the marshals.
- 4.9. After running cars will be held at the top end of the course and returned periodically. Do not return without permission of the marshals, and only be led by a marshall carrying the start flag. If a return road is in place, you will be directed there.
- 4.10 Cars must run on pump fuel only.



5. CODE OF CONDUCT:

- 5.1. No reckless driving, including donuts and burnouts, this is both during competition and after the course has been dismantled. Code of Conduct extends to the village and surrounding areas. Offenders will be banned from this and future VHRA events and membership may be revoked.
- 5.2. No numbered cars outside pits during racing, unless returning directly to the museum grounds.

6. RECORDS & PRIZES:

- 6.1. Classes are defined as follows:

V - Vintage - Pre 54 engines, inclusive of all Ford flathead V8's

L - Late - 1954 and later engines

4 - 4 Cylinder

6 - 6 Cylinder

8 - 8 Cylinder

U - Unlimited Cylinders

B - Blown - Supercharger or Turbo

F - Flathead - ALL valves in block, no OHV conversions

R - Roadster - Open top factory cars. Roof chops allowed, top must be down.

C - Closed Car - Fixed roof factory cars. Roof chops allowed.

M - Modified - Open top special & shortened bodies, including non-factory bodies.

S - Streamliner - Closed car special & shortened bodies, including belly tanks and non-factory bodies.

K - Full Body - Factory cars post 1934. All body styles, roof chops allowed.

- 6.2.1. Prizes will be awarded to new record holders as at the end of racing on the second day.

- 6.2.2. Any records, certificates, prizes or timing tags are awarded to the owner of the vehicle, not the driver.

- 6.3. Owners of vehicles exceeding 100mph will be inducted into the 100mph Club.

7. LIABILITY:

- 7.1. Please be aware that any form of motorsport can be dangerous. The Vintage Hot Rod Association do not insure you or your car and accepts no liability for any loss, damage, injury or death caused by taking part. Your statutory rights remain unimpeded. Personal injury and vehicle damage insurance can be provided by specialist insurers.



1. VEHICLE ELIGIBILITY:

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For a vehicle to be eligible for the VHRA, they must meet the following joining criteria:

- 1.1. Ownership of a traditional style hot rod or custom is required. Traditional is defined as build styles and practices ranging from the 1910s to the early 1960s. Projects are acceptable but must fall within the rules of the association.
- 1.2. All cars must be of US manufacture prior to 1949. Replica or non-US counterparts are acceptable. For the purpose of racing, cars must conform to the spirit of a pre-1962 (period defined vehicle) as per national motor sport regulations
- 1.3. All cars should contain a genuine major component of pre 1949 manufacture. Recognised components are: body, chassis or engine. Ford flatheads of later manufacture are acceptable.
- 1.4. Non-original independent front ends, modern disc brakes, coilover shocks, air bags and/or radial tyres are not acceptable. Cars must contain a good proportion of old parts in their construction.

For further clarification of rules for joining the Vintage Hot Rod Association, please visit our website at: www.vhra.co.uk/VHRA/News/Entries/2015/1/1_Rules_Is_Rules.html

2. INSPECTION: This is no more than a casual inspection of the blatantly obvious

- 2.1. Inspections are from Saturday 4pm to 6pm and on Sunday from 8am to 10am. Please present vehicle at your earliest convenience. Car must be clean, tidy and ready to race.
- 2.2. Driving licence to be presented at inspection. Provisional licence is not acceptable.
- 2.3. Crash helmet and gloves must be presented at inspection. Helmets must have a hard-shell exterior and be of a good standard. Cork & vinyl or inferior quality helmets will not be accepted.
- 2.4. Seat belt must be fitted to all vehicles. Lap belts are acceptable. Cars capable of running 11.99 seconds or quicker in a quarter mile must have a five-point harness, worn crossed at the rear. Dispensation from seat belts may be sought for open cars following the Motorsport UK rules stated in Appendix 1 of this document.
- 2.5. Radiator catch-can must be fitted.
- 2.6. Battery must be secured.



- 2.7. Race numbers must be applied to both sides of the vehicle and be clearly visible. No magnetic numbers. Number is your membership number plus class if you are running in one.
- 2.8. Vehicles must carry a fixed fire extinguisher, no more than five years old.
- 2.9. Cars capable of running faster than 11.99 in a quarter mile must have a roll bar fitted. It is advised that all owners should read the current UK National Drag Race Rulebook and build within those rules.
- 2.10. Scrutineer may inspect condition of tyres, suspension, steering, brakes, modifications, seating, gears (including reverse lockout), controls and complete a visual inspection of the car.
- 2.11. Scrutineer's decision is final in all cases.

3. DRIVERS:

- 3.1. You must sign on before being allowed to compete.
- 3.2. Race Instructions will be issued at sign on.
- 3.2. Do not compete if you are feeling unwell or are unfit to drive
- 3.3. Speed limit of 5mph in all areas except the dragstrip, and 10 mph on return road.
- 3.4. Crash helmets must be worn in all competing cars.
- 3.5. Jacket, trousers, helmet and gloves to be worn in all competing cars. Arms and legs must be fully covered.
- 3.6. No passengers on race course at any time, this includes return runs to pits.

4. RACING:

- 4.1. Racing is on a heads up, no handicap system.
- 4.2. Cars are to queue in an orderly fashion ahead of the staging lanes as instructed by marshals.
- 4.3. If class racing, join queue when instructed by marshals.
- 4.4. Wait at holding point until called forward by startline marshal.
- 4.5. At the startline you will be instructed by the start line marshall. They will instruct you to stage and hold you there. Only when the light goes green should you accelerate from the line.



- 4.6. The end of the course is marked by a two red sail flags. At this point you have finished the race. Slow gently within the shut down area.
- 4.7. If at any point you see a red flag, stop as soon as it is safe.
- 4.8. If you go off the course for any reason, stop in as safe a place as possible and do not return until instructed to do so by the marshals.
- 4.9. After running, vehicles are to return to the pits by following the signs to the return road. Do not return back down the strip. Be aware of the other vehicle on the track when turning off the shut down area.
- 4.10 Vehicles must run on pump gas only.

5. COMPETITION & PRIZES:

- 5.1. The VHRA are hosting the Vintage Nationals as a Run What You Brung event and offer no prizes or reward.
- 5.2. First past the finish line takes the win, unless a car has deemed to red light.
- 5.3. Individuals or groups may make up a race class of their own definition.
- 5.4. All vehicles in a class must be VHRA eligible.
- 5.5. To receive class status, the class must consist of a minimum of four cars so that semi-finals and finals can be run.
- 5.6. Classes will compete on every second hour. IE: 11am, 1 pm and 3pm. If more rounds are needed, this must be arranged ahead of racing with the VHRA.
- 5.7. Classes may obtain a sponsor. Sponsors must be verified by the VHRA ahead of race day.
- 5.8. Prize-giving will take place at the start line after racing ends. Class organisers are responsible for supplying details of winners to the VHRA,

6. LIABILITY:

- 6.1. Please be aware that any form of motorsport can be dangerous. The Vintage Hot Rod Association do not insure you or your car and accepts no liability for any loss, damage, injury or death caused by taking part. Your statutory rights remain unimpeded. Personal injury and vehicle damage insurance can be provided by specialist insurers.

Licensing and Legal

The Vintage Hot Rod Association are authorised under the Road Traffic Act 1992 (Off Highway Event) Regulations to run both the Pendine Sands Hot Rod Races and the ATOMIC Drags. The events are authorised by the Secretary of State via a license issued by the International Organisation of Professional Drivers and conform to the IOPD straight line auto sport guidance.

Appendix 1. Exemptions from roll-over safety bars is taken from the Motorsport UK Specific Regulations for Sprints, Hill Climbs and Drag Racing, with further exemption to transmissions granted by the IOPD. However, the VHRA strongly recommend roll-over protection and harnesses are fitted to all cars competing at Pendine Sands, regardless of their capabilities.

10. All Sprint & Hill Climb vehicles must comply with the following, as a minimum:

Safety

10.1.1. Roll-over Safety Bars K.1 to 1.8, except for cars of Periods A – E (Nomenclature and Definitions).

Historic Vehicles. Cars which are either original competition cars or cars built to exactly the same specification as models with national or international competition history complying with the rules of the period.

A1 – (Veteran) Cars of a specification valid before 1 Jan 1905.

B1 – (Edwardian) Cars of a specification valid between 1 Jan 1905 and 31 Dec 1918.

C1 – (Vintage) Cars of a specification valid between 1 Jan 1919 and 31 Dec 1930.

D1 – (Post Vintage Thoroughbred) Cars of a specification valid between 1 Jan 1931 and 31 Dec 1946.

E1 – Cars of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F1 – Cars of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1966 for Formula 2).

G1 – Cars of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971

H1 – Cars of a specification valid between 1 Jan 1972 and 31 Dec 1976

Non-Historic Vehicles. Non-Historic vehicles built using period specification parts. The period will be defined by the specification date of the latest major component of the vehicle. The major components being; the Chassis, Bodywork/Bodyshell, Engine, Transmission, Brakes, Suspension and Wheels.

A2 – Cars of which the latest major component is of a specification valid before 1 Jan 1905.

B2 – Cars of which the latest major component is of a specification valid between 1 Jan 1905 and 31 Dec 1918.

C2 – Cars of which the latest major component is of a specification valid between 1 Jan 1919 and 31 Dec 1930.

D2 – Cars of which the latest major component is of a specification valid between 1 Jan 1931 and 31 Dec 1946.

E2 – Cars of which the latest major component is of a specification valid between 1 Jan 1947 and 31 Dec 1961 (up to 31 Dec 1960 for single seater and two seater racing cars).

F2 – Cars of which the latest major component is of a specification valid between 1 Jan 1962 and 31 Dec 1965 (from 1 Jan 1961 for single seater and two seater racing cars and up to 31 Dec 1966 for Formula 2).

G2 – Cars of which the latest major component is of a specification valid between 1 Jan 1966 (1 Jan 1964 for Formula 3) and 31 Dec 1971.

H2 – Cars of which the latest major component is of a specification valid between 1 Jan 1972 and 31 Dec 1976.

Licensing and Legal

Appendix 2.

Roll Bars:

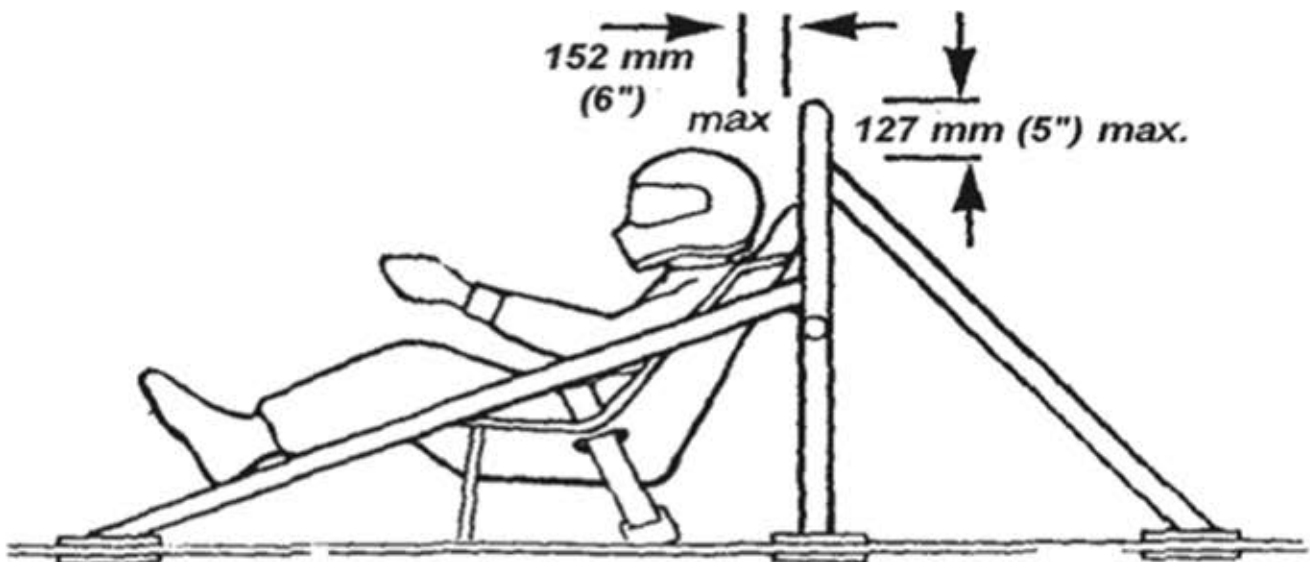
All roll bars must be within 6-inches (152 mm) of the rear, or side, of the driver's head, extend in height at least 3-inches (76 mm) above the driver's helmet with driver in normal driving position, and be at least as wide as the driver's shoulders or within 1-inch (25.4 mm) of the driver's door. Main bar must be drawn from a single piece of tube. Roll bar must be adequately supported or cross-braced to prevent forward or lateral collapse of roll bar. Brace may run forwards or backwards, and must be of the same diameter and wall thickness as the roll bar and intersect with the roll bar at a point not more than 5-inches (127 mm) from the top of the roll bar. Sidebar may be included on driver's side. If included, side bar should pass the driver at a point midway between the shoulder and elbow. Crossbar may also be included, which can be used as a mounting point for the harness. All vehicles with OEM frame must have roll bar attached to frame.

Roll Cages:

Roll cages should follow the rules for roll bars, with the following additions: All cage structures must be designed in an attempt to protect the driver from any angle, 360-degrees and be fully welded. Front bar must be above and ahead of the driver's helmet when in the normal driving position.

All 4130 chrome moly tube welding must be done by approved TIG Heliarc process; mild steel (or ST51) welding must be approved MIG wire feed or TIG heliarc process. Welding must be free of slag and porosity. Any grinding of welds prohibited. Roll bar must be padded anywhere driver's helmet may contact it while in driving position. Adequate padding must have minimum 1/4-inch (6.35 mm) compression or meet SFI Spec 45.1. Roll bar must be made of minimum O.D. of 1 3/4 inches (45mm) x 0.1 inch (2.5mm), or minimum OD 1 3/4 inches (45mm) x 0.083inch (2.1mm) chrome moly. Roll bar must be drawn from a single tube. Mounting plates must be a minimum of 0.118 inch (3.00mm). All fastenings to frame must have washers at both ends, with a minimum of three bolts at the main hoop and two for support bars. Bolt minimum M8 ISO grade 8.8.

Further guidance for rollover protection can be sort from the Motorsport UK Blue Book by going to: www.motorsportuk.org/wp-content/uploads/2019/12/155-195-Safety-K.pdf



Licensing and Legal

Appendix 2. Illustrations below for reference only.



Licensing and Legal

Motor sport can be dangerous, and despite the organisers taking all reasonable precautions, unavoidable accidents can happen. In respect of these, you choose to take part at your own risk.

When competing at VHRA licensed events, all participants must sign on. A sample of a Risk Acknowledgement Contract is shown below for reference, along with a declaration of dispensation.

PARTICIPANTS SIGNING ON FORM Additional Risk Acknowledgment Contract	
Conditions: 1. It is accepted by the signee below that they knowingly intend to participate in a challenging and risky activity using mechanically propelled vehicles, recognised as such under the Road Traffic Act (Off Road) Regulations 1991. The Signee accepts that dangerous conditions plus dangerous, careless and inconsiderate driving plus high speeds plus the use of amateur constructed or modified vehicles may significantly increase the risk of being <u>killed, permanently disabled or seriously injured</u> . 2. The signee acknowledges that participation in this event entails known and unanticipated risks that could result in physical or emotional injury, paralysis, death or damage to themselves, to property or to third parties. It is understood that such risks simply cannot be eliminated without jeopardizing the essential qualities of this event. It is understood that I am willingly entering into an activity where I or others may drive or ride in a criminal / negligent manner. 3. The Signee has satisfied themselves of the preparation and condition of their vehicle and the course and do self certify that the margins of safety, barriers and braking areas are adequate and suitable for their degree of competence and type of vehicle. The signee accepts the responsibility of monitoring all conditions that may materially change the aforementioned and they participate of their own free will. PLEASE SIGN..... 4. The signee accepts that participation in this activity is purely voluntary and elects to participate in spite of the risks. 5. The signee confirms that their vehicle has no known faults which may lead to a mechanical failure which could cause 3rd Party damage, injury or death & will use all appropriate Safety Equipment. They accept that a 'head cam' attachment could compromise a participants safety in a collision. 6. The signee certifies that they have adequate insurance to cover damage caused or suffered whilst participating, or agrees to bear the costs of such damage to their vehicle, and that they have no known medical condition which may be adversely affected by participating. 7. The signee states that they have not taken any substance / medication which may affect their ability to control their vehicle. 8. The Signee has read the rules and regulations governing this event and has understood the above conditions and agrees to be bound by them. And accepts that any Breach of the regulations may leave them liable to prosecution and are free to withdraw at any time, without penalty. 9. The signee accepts that the Organisers may use volunteer marshals in order to keep the costs of participating in this event affordable. 10. The signee authorises and permits the Organiser (and third parties connected with the event) to administer first aid and to authorise such other medical treatment and transportation as may be recommended by physicians, paramedics and other medical personnel, in the event of illness, accident or injury.	
Signature _____ Date _____ Competition Licence Number or Signature if a non competitive participant	
Participants Name	
ADDRESS	
	POSTCODE
EMAIL	
TELEPHONE	
EMERGENCY CONTACT NAME & TELEPHONE	
IOPD Oct 2017	

Declaration of dispensation: See Racing Rules & Regulations before completing this section.

Vehicle	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Race Number / Class	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Potential/Previously Recorded Best Speed	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>
	<div style="display: flex; justify-content: space-around; font-size: small;"> Chassis Body Engine Brakes Suspension Wheels </div>
First Year of Manufacture	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Material	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>
Owner signature	<div style="border: 1px solid black; height: 20px; width: 100%;"></div> <div style="float: right; text-align: right;"> Date <div style="border: 1px solid black; height: 20px; width: 100px;"></div> </div>

OFFICIAL USE ONLY	PASSED	FAILED
Scrutineer	<div style="border: 1px solid black; height: 20px; width: 100%;"></div>	Date <div style="border: 1px solid black; height: 20px; width: 100px;"></div>

This examination is made without warranty, expressed or implied. No warranty is made to this vehicles ability to protect the user from any injury or death. The user assumes that risk.