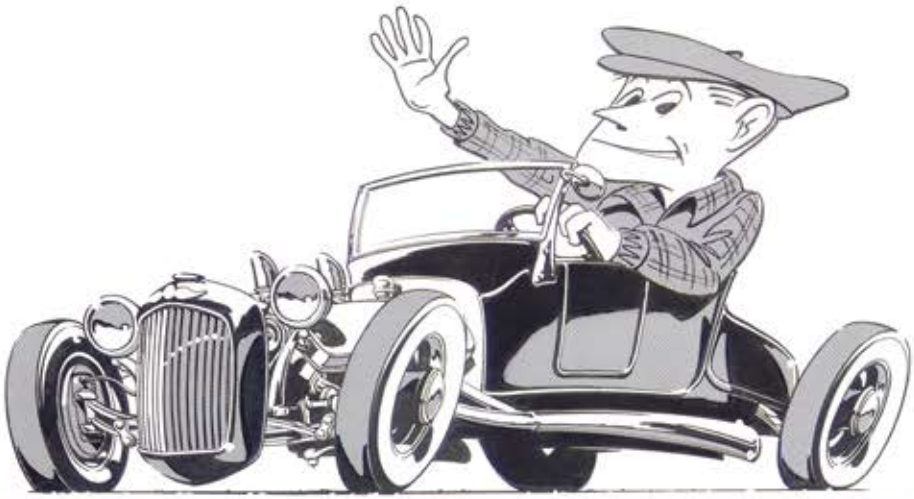
2027

RACING RULES & REGULATIONS



VHRA

VINTAGE HOT ROD ASSOCIATION

Pendine Sands

HOT ROD RACES

VINTAGE HOT ROD ASSOCIATION

Part One:
Rules for Competing

PartTwo:
Course and Pits Layout

PartThree:
Licensing and Legal

Pendine Sands
HOT ROD RACES
VINTAGE HOT ROD ASSOCIATION

1. VEHICLE ELIGIBILITY:

To compete at the Hot Rod Races vehicles must be VHRA eligible and owned by the member of the VHRA making the booking. For further clarification of rules for joining the Vintage Hot Rod Association, please visit our website at www.vhra.co.uk.

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.

2. BOOKING CONDITIONS:

2.1. Lead name must be a VHRA member, and booking must be made by that person, not a third party.

2.2. If membership is allowed to lapse ahead of the event, all passes will become invalid.

2.3. Only one booking per member and passes are restricted to a maximum of 4 adults.

2.4. Children under 16 do not need a pass. However, there is a maximum of 4 children per booking.

2.5. Priority given to those with membership in place at the time of the event was announced to members.

2.6. Racing is limited to one vehicle per member, which must belong to that member. No vehicles on loan are permitted.

2.7. Team entries must be booked under a lead name agreed with the VHRA. Lead name and number remains with the car in perpetuity and cannot be changed at subsequent events, regardless of class. Awards attained will be presented in the lead name only.

2.8. You can add one additional driver but runs are limited to the vehicle not drivers. Additional driver does not need to be a member.

2.9. Incomplete applications or those not on the online booking form will not be accepted.

2.10. Race Passes are non-transferable, and if sold, are valid as Pit Passes only.

2.11. Race vehicle cannot be changed unless by prior arrangement, at least one month in advance.

2.12. Notifications received less than one calendar month before event that you will not be racing, or if you do not advise us that you will not be competing, could mean you missing the first draft of the race card for next year.

2.13. No refunds on any passes. Refunds can be issued for timing tags. Passes cannot be carried over to future events.

2.14. A reserve list will run for those that do not make the first cut of the race card.

2.15. All entrants, including any additional children, will need to collect a wristband to gain entry to the pits. Collection is from 10.00am on Friday or after set up on race days. Wristbands are non-transferable.

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

3.1. Inspections are on Friday, from 10.30am to 5.30pm in the upper car park, postcode SA33 4NY. Please present vehicle at your earliest convenience. All drivers must be present, have entry wristband, and car must be clean, tidy and ready to race, with no lose items in cabin, boot or bed.

3.2.1. Vehicles must carry a fixed fire extinguisher in the cab, no more than five years old.

3.2.2. Cars capable of exceeding 120 mph must have a FSA/MSUK approved fire suppresion system fitted, with discharge nozzles required in both the engine bay and cockpit. A fire suit must be worn.

3.3. 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 3.8.1, 3.8.2 and Appendix 1 of this document.

3.4. All seats should be correctly located allowing driver to reach controls when strapped in. Seat must be securely anchored in such a way as to allow no movement in squab or backrest when driver is seated.

3.5. Hood/bonnet top must be fitted. Holes are permitted for induction only and must be kept to a minumum.

3.6. Crash helmet, gloves, and fire suit (if applicable) must be presented at inspection. Helmets must have a hard-shell exterior, be undamaged, of a good standard, and fit for purpose. Cork and vinyl, pudding basin, vintage and/or inferior quality helmets will not be accepted.

3.7. Battery must be secured.

3.8.1. Cars running in excess of 90mph must be fitted with a roll bar. Cars exceeding 100 mph must be fitted with a roll cage. Both must include a 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. Date is defined by the year the component was first produced. 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 is sought from this rule under Motorsport UK rules for Period Defined Vehicles , you must complete the exemption form when applying to race. Cars seeking exemption but found not to meet this definition will not be permitted to run until rollover protection is fitted. See Appendix 1 in the Licensing and Legal section for full details of rules pertaining to exemptions. It is recommended that rollover protection is fitted to all vehicles, regardless of capabilities.

3.8.2. All cars with exemption from rule 3.8.1, 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 5 point harness, worn crossed at the rear, where possible, and arm restraints.

3.8.3. If scrutineers believe your vehicle may exceed the aforementioned limits in 3.8.1 and 3.8.2, they may stop you from running if suitable rollover protection is not fitted. This will be assessed against vehicle specification and class records. Any decisions can be reassesed after racing has begun.

3.8.4. All cars meeting one or more of the the following specifications, without exception, are to run rollover protection:
A: All OHV engines of 8 cylinders or more.
B: All blown flathead engines of 8 cylinders or more.
C: All blown OHV engines.
D: All vehicles running in the following classes: L6/M, L6/S, V6/M, V6/S.

3.8.5. Any car exceeding the limits defined in 3.8.1 and 3.8.2 without the appropriate rollover protection, will not be able to compete further in competition. Speeds will not be recorded nor be 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.

3.8.6. Rollover protection must be constructed to a standard as defined in Appendix 2 in the Licensing and Legal section of this book, or to current Motorsport UK or FIA standards.

3.9.1. Fuel tank must be secure and driver protected by a firewall that covers a direct line of site to the driver.

3.9.2. Fuel lines passing through the driver compartment must be protected and, if non-metallic, to be internally or externally metal braided hydraulic pressure hose or fuel lines complying with FIA specifications.

3.9.3. Internal fuel line may only be joined by screwed sealing joints or vehicle manufacturers approved joint.

3.10. No trailers at the scrutineering area. Please let a member of staff know if your vehicle cannot make it up the approach road and we will arrange to come to you. This is for cars that can’t make it over the speed bumps only.

3.11. 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 vehicle class.

3.12. Scrutineer may inspect condition of tyres, engine, suspension, steering, brakes, fuel system, modifications, seating, gears, including reverse lockout, controls, accessability, and complete a visual inspection of the vehicle.

3.13. Any change equipment, such as different diameter wheels and tyres, must be approved by a scrutineer before they can be used.

3.14. Vehicle and/or equipment may be reinspected at any time during the event if deemed necessary.

3.15. The scrutineer’s decision is final in all cases.

3.16. Liability or future permission to compete is not implied if an inspection is passed. The onus remains with the owner to present a car that is fit for purpose.

4.DRIVERS:

4.1. All drivers are to attend a pre-race briefing on Friday whilst vehicle inspections are taking place.

4.2. Driving licence is to be presented, provisional licence is not acceptable.

4.3. All competitors must hold a suitable IOPD Race Licence. IOPD Race Licence to be presented at signing on. Competitor wristbands will be allocated when signing on and after race briefing. IOPD Race Licences are to be obtained in advance of the event directly from the IOPD.

4.4. Speed limit of 5mph in all areas except race course.

4.5. Crash helmets must be worn.

4.6.1. Jacket, trousers, socks helmet and gloves to be worn in all competing cars. Arms and legs must be fully covered.

4.6.2. In cars capable of exceeding 120 mph a fire suit must be worn.

4.7. If push starting a vehicle, vehicle starts from the start line with no additional run up. Push car driver must follow starter's instructions of how to complete push start. Push car driver's arms and legs must be covered and helmet and gloves are to be worn. Push car must be in period.

4.8. No passengers on race course at any time, this includes return runs to pits and the final run back.

5. RACING:

5.1. Cars run in race number order unless directed otherwise by the marshals.

5.2. Wait at entrance to race course until called forward by startline marshal.

5.3. At the startline you will be held by a chequered flag. Do not start your run until the flag is raised.

5.4. Limit wheelspin off the line, we have to preserve the track for the duration of the event.

5.5. The run up section of the course is a 1/2 mile long and is marked by a series of red cones, keep between those as you move down the course.

5.6. The timed area is 1/16th of a mile in length and runs from the entrance at the first red sail flags to the exit at the second set of flags. This is where you are timed, and you should continue flat out through this section, as long as it safe to do so.

5.7. Slow gently after exiting the trap, speed may be greater than you imagine on the beach. Do not shift down or use engine braking as it can provoke a spin or a roll. Pass beyond the holding area, turn gently to the right, before coming to a safe stop as instructed by the marshals.

5.8. If you go off the course for any reason, stop in as safe a place as possible and remain with the vehicle if it as safe to do so. Do not move until instructed by a marshal.

5.9. After running cars will be held at the top end of the course and returned periodically. Do not return down the course without the express permission of the marshals. If a return road is in place, you will be directed there. Crash helmet must be worn on return run.

5.10. Cars must run on pump fuel only. No additives allowed which includes nitrous oxide.

6. PITS AND SUPPORT CREW:

6.1. Tickets are to be exchanged for entry wristbands at your earliest convenience. Friday collection is preferred to free staff for race day set-up. Reception will be open from 10.00am to 5.30pm on the Friday before racing, and only after the pits are set up on race days.

6.2. Holders of passes are required to be at the headland by 7.30am each day in accordance with booking conditions. This is to assist with set up, including walking the course, erecting fences and other duties to help make the event happen. We also ask that you assist with take down at the end of each day.

6.3. No tents, shelters or gazebos to be erected it the pits without the permission of the VHRA.

6.4. Deckchairs or any other forms of seating are not permitted along the low fenced veiwing area.

6.5. Only race and patrol cars in the pits. No pit bikes or other forms of transport.

6.6. Dogs are permitted in the pits, but must be kept on a lead and under control at all times.

7. CODE OF CONDUCT:

7.1. No reckless driving, including donuts and burnouts. This is both during competition and after the course has been dismantled.

7.2. All wristbands are non-transferable and will be invalid if tampered with or removed. Wristbands cannot be passed to another person.

7.3.1. Competitors should abstain from the consumption of alcohol or illicit drugs on the day of competition, or excessive consumption the evening before.

7.3.2. Entrants must respect that the VHRA have the right to request an alcohol and/or illicit drugs test on any competitor ahead of racing. Failure of test or non-compliance will result in racing priveleges being removed for the entire duration of the event.

7.4. No smoking anywhere on the course, in driving/moving vehicles in pits, or if working on vehicle.

7.5. No numbered cars outside pits during racing, unless returning directly to the headland.

7.6. Verbal of physical abuse towards any members of staff, entrants or members of the public will not be tolerated.

7.7. Drones are strictly prohibited. MOD Pendine, the beach and the village are part of a no-fly zone.

7.8. Any form of recording or photography for commercial purposes requires the formal consent of the VHRA for which there may be a fee payable.

7.9. Code of Conduct extends to the village and surrounding areas. Offenders may be asked to leave the event, could be banned from future VHRA events, and membership may be revoked.

8. RECORDS & PRIZES:

8.1. Classes are defined as follows:

V - Vintage - Pre 54 engines, inclusive of all Ford flathead V8's
L - Late - 1954 and later engines, includes Burtz & Donovan Model A 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.

8.2.1. Prizes will be awarded after racing on the final day.

8.2.2. Any records, certificates, prizes or timing tags are awarded to the owner of the vehicle, not the driver and reflect the fastest speed only.

8.2.3 Record Certificates will be presented to new record holders.

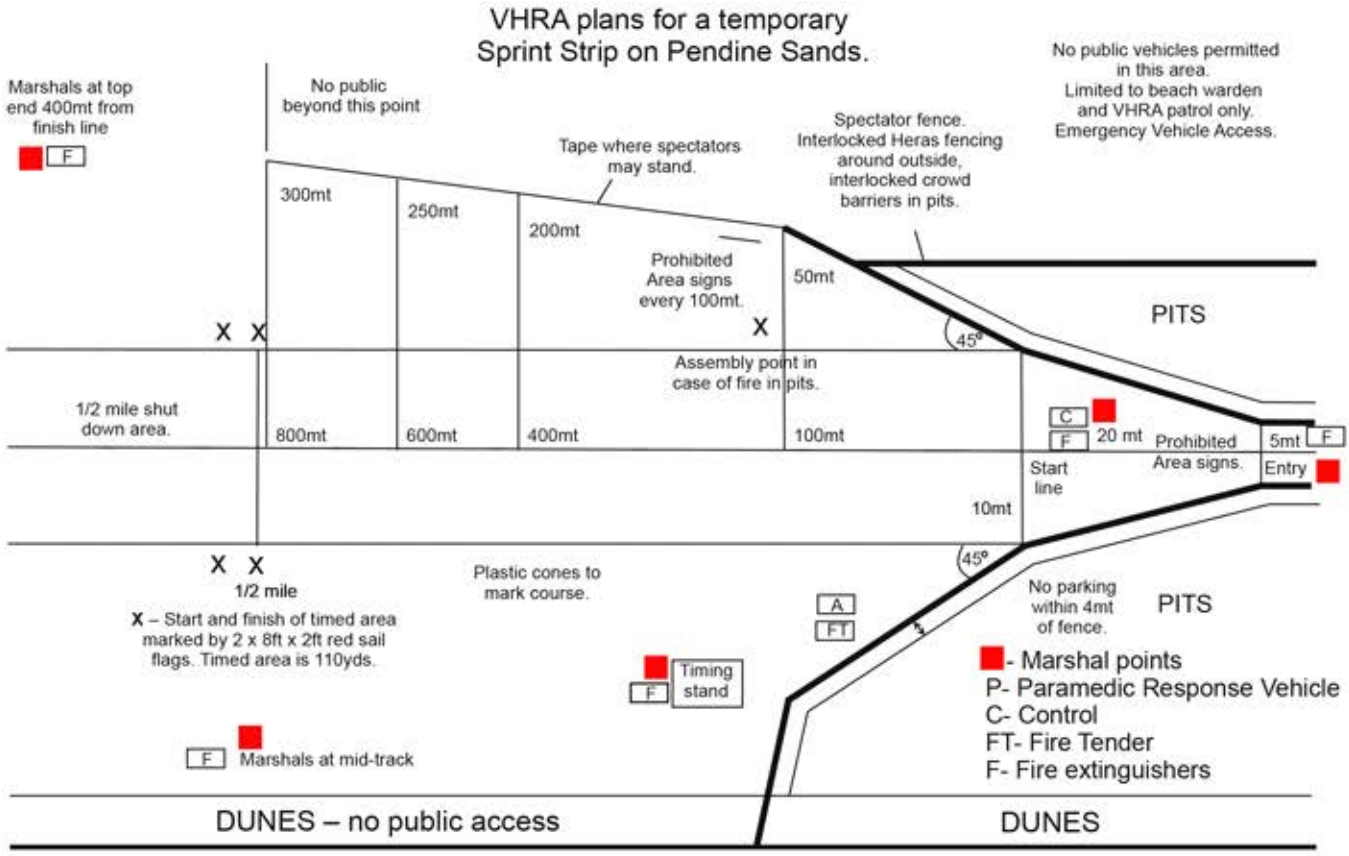
8.2.4. Members exceeding 100mph for the first time will be inducted into the 100mph Club.

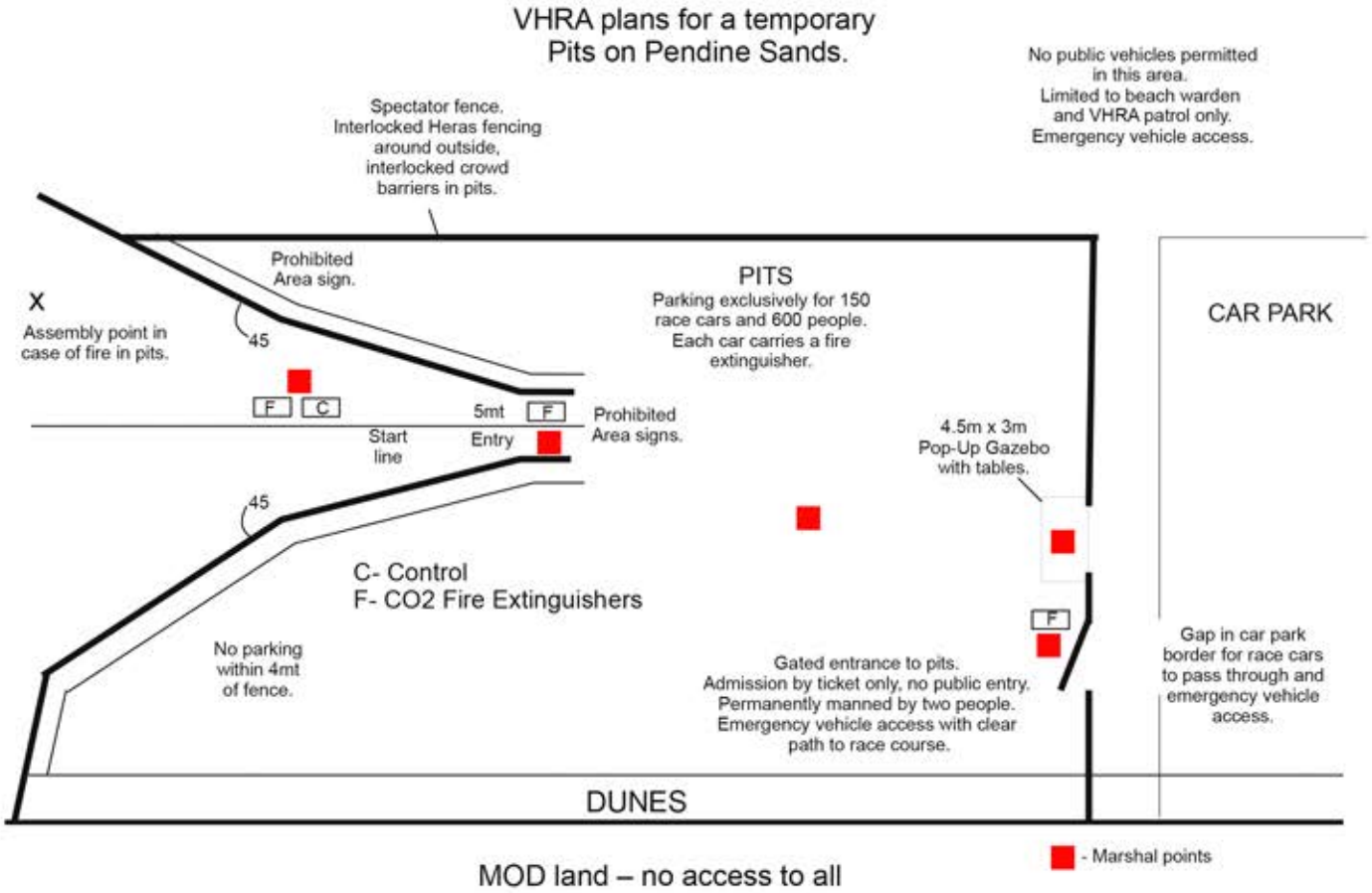
8.2.5. The owner of the fastest car of the meet will be crowned "King/Queen of the Beach".

9. LIABILITY:

9.1. 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. There are no facilities for storage of cars or trailers at the event. No liability on behalf of the VHRA or its inspectors is implied if a vehicle inspection is passed, the onus remains with the owner to present a car that is fit for purpose. Your statutory rights remain unimpeded. Personal injury and vehicle damage insurance can be provided by specialist insurers of your own choosing.

Course and Pits Layout





Licensing and Legal

The Vintage Hot Rod Association are authorised under the Road Traffic Act 1992 (Off Highway Event) Regulations to run the Pendine Sands Hot Rod Races. The event is 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.

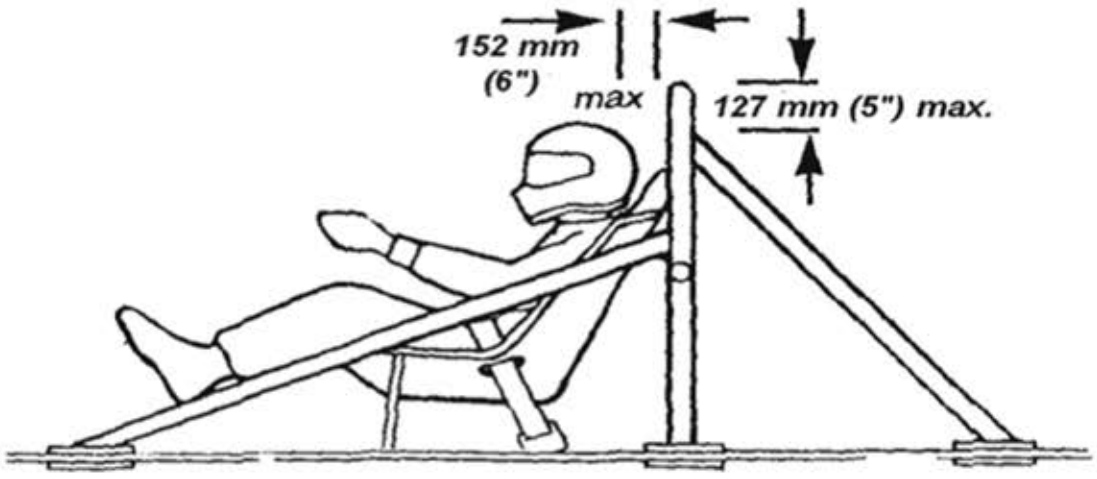
Roll Bars:
All roll bars must be behind the driver and within 6-inches (152 mm) of the rear, or side, of the driver's head, extend in height at least 3-inches (76 mm) above the driver's helmet with driver in normal driving position, be as straight as possible, and be at least as wide as the driver's shoulders or within 1-inch (25.4 mm) of the driver's door. Main bar must be drawn from a single piece of tube. Their construction must be smooth and even, without ripples or cracks. 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 which 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 mounting points of the roll bar or cage must be attached to frame or chassis; subrails and floorpans are not sufficient.

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.

Harnesses and Arm Restraints:
For all roll bar and roll cage applications, a minimum of a five point harness and arm restraints are required.

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). Unless fully welded, all fastenings to frame rails or crossmembers must have washers at both ends, with a minimum of three bolts at each of the feet of the main hoop and two for support bars. Bolt minimum M8 ISO grade 8.8. Mounting feet should be in full contact at mounting point, with no spacers that have a surface area less than the mounting foot. Any foot overhanging a mounting point must have a fully welded support bracket to aid mounting.

Should you need any advice, please contact the VHRA. Further guidance for rollover protection can also be sort from the Motorsport UK Blue Book and/or the Santa Pod Racers Club Yearbook.



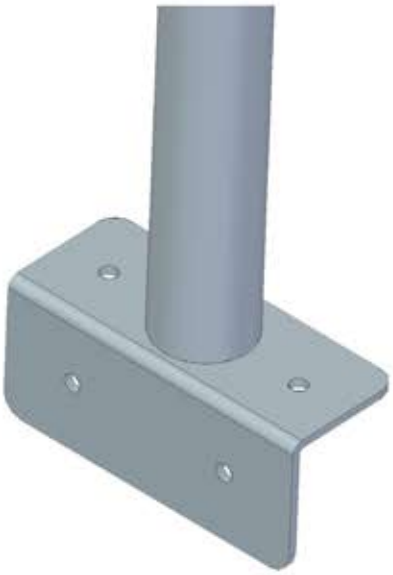
Licensing and Legal

Appendix 2. Illustrations below for reference only.

Licensing and Legal

Appendix 2. Acceptable footplate design & bolt layout. Support bracket examples.

A: Main Hoop(s).

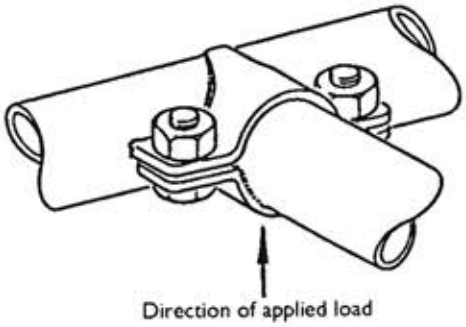


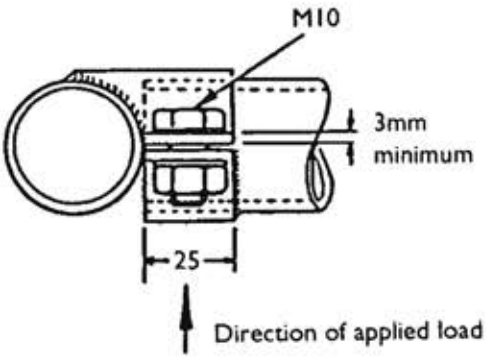
B: Support Bar(s).

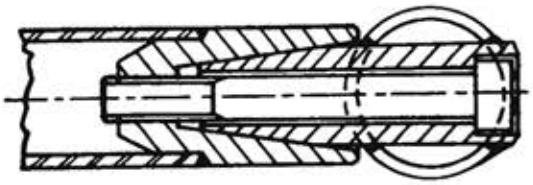
C. Support bracket examples.

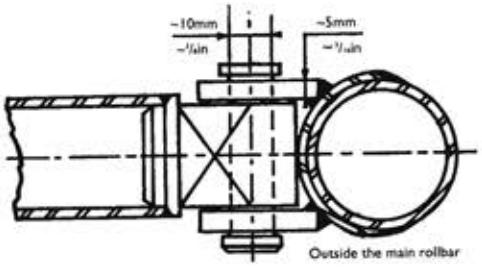
Licensing and Legal

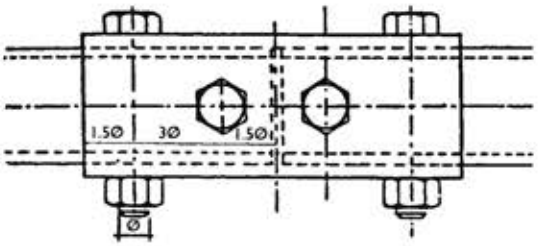
Appendix 2. Acceptable joints for removable support bars. These are not to be used on main hoops. Drawings taken from Motorsport UK Blue Book Section (K) Competitors: Safety.

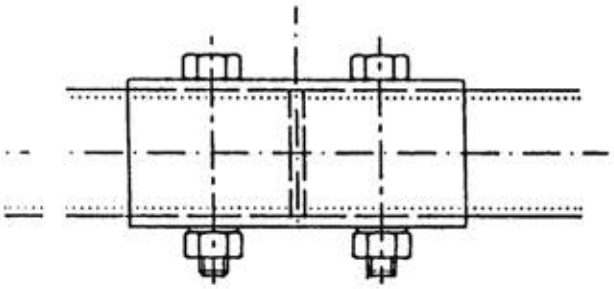


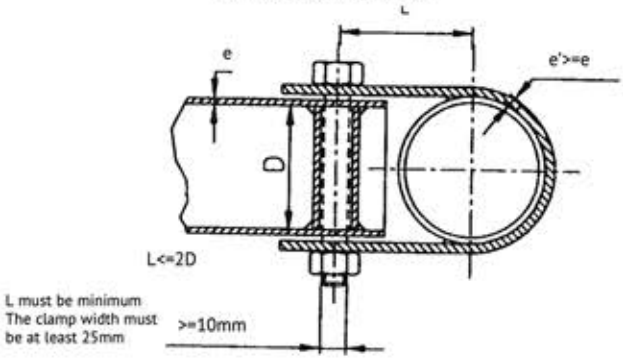


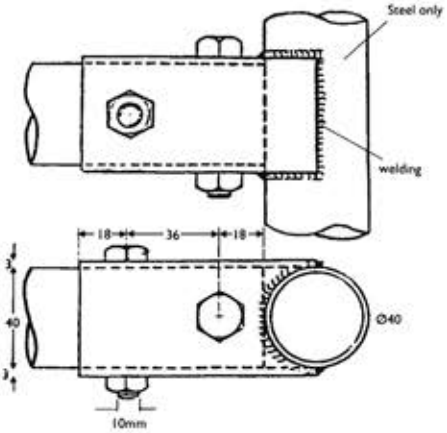


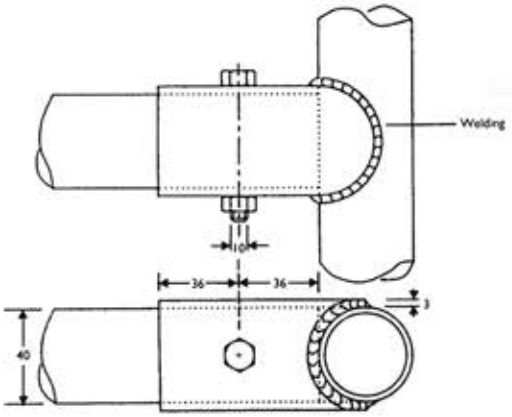


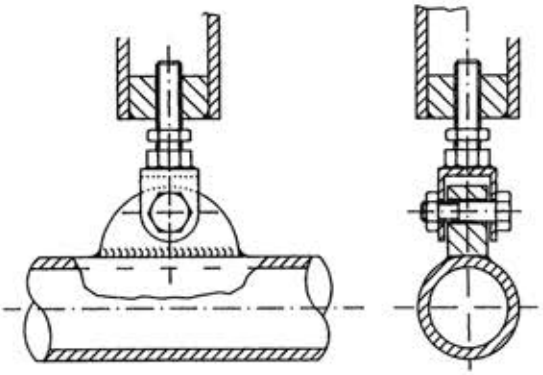












Licensing and Legal

Appendix 2. Examples of suitable rollover protection.

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, as wellas applying forn an IOPD licence, all participants must sign on. A sample of a Risk Acknowledgement Contract is shown below for reference.

SIGNING ON FORM
For Participants
To be signed on the day of the Event

Organiser/s: _____ Date:_____

Venue: _____ IOPD Authorisation No: _____

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 ***killed, permanently disabled or seriously injured.***
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.**
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.
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 my 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 they 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.
11. The signee agrees to indemnify and hold harmless each of the Parties in respect of any loss or damage.
12. The signee accepts that none of the involved parties shall have any liability for loss or damage which may be sustained or incurred by me as a result of participation in the Event and forgoes all rights to compensation from driver /rider to driver/rider liability and Insurance. Nothing in this clause is intended to or shall be deemed to exclude or limit liability permitted by law.
13. I understand that my personal data is being retained solely for the purposes of staging and insuring this event and will be handled by the organisers in accordance with the IOPD data protection policy.

My signature below proves that I have read the conditions herein and agree to be bound by them.

NAME	Address	Competition Licence Number	SIGNATURE

SAMPLE

International Organisation of Professional Drivers Ltd, Motor Sports Centre, Sandbed, Hebden Bridge HX7 6PT
Tel: 01422 843651 email: info@iopd.org.uk Modified October 20/20