



## **Entry rules and regulations for RDC 2019 season**

### **The Driver.**

Fire retardant race suit, race gloves and race boots must be worn at all times on track.

Flame resistant overalls should be manufactured from Nomex III, Proban or equivalent materials.

These should bear one of the following standards: FIA 8856-2000, FIA 8856-2000, FIA 1986 Standard, BS6249 part 1 Index A or B (but not part C), BSEN533, EN533:1995 Index 3, ISO 14116, FIA 8856-2000, FIA 1986 Standard.

Open face crash helmets are permitted but MUST be used with a fire-resistant balaclava.

The use of motocross style crash helmets is not permitted.

The following standards are accepted; FIA 8860-2004. SNELL SA2010. SNELL SA2005.

SNELL SA2000. SNELL SAH2010. SFI Foundation 31.1A, 31.2A. BS 6658 Type A/FR. Helmets must not be damaged. Chin strap must be in good order with no tears.

Any passengers for passenger rides must wear a helmet whilst on track that matches the standards required of the driver's helmet.

### **Body.**

All vehicles must be of a rear wheel drive or 4 wheel drive derived construction. Vehicles must only have powered rear wheels. Vehicles must maintain original structure including chassis rails between front and rear suspension turrets.

Bodywork should be fitted to present a completed car. Front and rear bumpers, bonnet, boot-lid and side skirts if fitted, should be present at every round and securely fastened to the car.

All opening exterior panels (i.e. doors, bonnets and boots) must be accessible with operational handles and locking systems from the exterior of the vehicle.



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If a bonnet or boot lid has been cut down to a single skin or has been replaced with a lightweight aftermarket alternative, it must be secured with appropriate pins/catches.

All bodywork must be secure and attached to the vehicle. Bodywork must not feature any sharp or dangerous components.

Tubed front and rear ends are allowed however front end tube extensions made from 38mm x 3mm tubing must stop in line with original manufacture chassis rails (this will be inspected if necessary and compared to a standard road legal vehicle). Bumper support bar extensions forward of this point can be constructed of a maximum 25mm x 2.5mm tubing. Rear jacking bars will not exceed width of original manufacture chassis rails and must be bolted directly to the chassis rails. Any further bumper support bars beyond this point must be made from a maximum 25mm x 2.5mm tubing.

#### Nudge Bars.

Bumper bars must remain within the body lines without bodywork extensions being used.

#### Doors.

If door cards are removed, all sharp edges must be protected. Fibreglass doors are permitted but only to vehicles equipped with double door bars with ladder bracing.

#### Vinyl's.

All vehicles must have an RDC sun strip fitted at all times on track. All drivers must have their RDC number and RDC competition sponsors attached to their designated place. Under no circumstances should any vehicle have any offensive livery on display at any time during a visit to an RDC event.

### **Seats and harnesses.**

A minimum 4-point harness must be fitted and be of decent quality with no rips or frays to the construction (these do not need to be in date). Harnesses must be attached securely to the vehicles body or roll cage (not to the seat frame) for both the driver and the passenger. Shoulder straps should be mounted as per the manufacturers recommendation (as horizontal as possible but not exceeding 45° angle).

Recommended- 75mm straps with safety belt eyes installed with a 50mm x 50mm spreader plate underneath the vehicle to stop any fixings pulling through the floor under hard impact, unless original belt mounting points are used.

The shoulder harness should be secured directly behind the seats.

Driver and passenger seats must be bucket style and must not be damaged (these do not need to be in date).

The passenger seat may be removed altogether. At some venues, it MAY be possible to carry passengers, if so, the passenger seat must be to the same standard as driver's as should the harness (these do not need to be in date). Rear seats must be removed completely.

ALL seats and harnesses must be securely fitted.



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Recommended - Competing vehicles to have an FIA approved racing seat for the driver and passenger. This does not need to be 'in date' but must be in good condition with no stress damage or cracks.

Seats must be fixed with a minimum of four 8mm high tensile bolts constructed to ISO 8.8 or above. If not using the factory mounting points on aftermarket sub-frames, the seat fixings must be attached to 125mm x 125mm spreader plates.

## **Roll cage.**

A minimum 6-point roll cage must be fitted including a single door bar, this can be either bolt in or of welded construction.

Roll cages must be of CDS, T45 or rollover tube only.

Recommended - The main hoop of the cage to be constructed from 45mm x 2.5mm or 50mm x 2.5mm tube.

38mm x 2.5mm or 42mm x 2.5mm tube is permitted for all other parts of the roll cage. A 1mm tolerance in tube size is permitted.

All joints to be welded or be secured by a 2-bolt fixing using high tensile fasteners produced to ISO 8.8 or higher.

Cages are to be bolted or welded to the vehicle body using plates that are a minimum of 3mm thickness and are no smaller than 125mm x 125mm square. If the cage is a bolt in type there should be an additional plate on the underside of the vehicle secured with 3 bolts for the main hoop and two bolts for all other fixing points – all bolts should be high tensile, built to ISO 8.8 or better and be a minimum 8mm diameter.

At least one diagonal bar must be used in the rear of the cage construction (either in the main hoop or across the rear diagonals) – this bar must be straight in its construction. The upper end of the diagonal bar must join the main hoop no further than 100mm from a rear diagonal and should connect to the opposite diagonal no further than 100mm away from the rear mounting point.

The roll cage should not extend beyond the centre line of either the front or rear wheels.

Apex/Cusco style dash dodger cages are NOT permitted at all. Dash dodger refers to those cages with the S style bend in the front cage leg to curve around a standard dash.

## **Door Bars.**

Single door bars are required on the driver and passenger side of the vehicle.

Door bars can be removable, however they must be secured correctly using appropriate brackets and high tensile 10mm (minimum) bolts produced to ISO 8.8 or higher.

Recommended - Double door bar ('Nascar Style') or 'X' type bar.



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Roll Cage Padding. Any part of the roll cage within 150mm of the drivers or passengers' helmet must be fitted with appropriate padding to provide protection in the event of an impact. We recommend this is flame resistant padding and that any materials used to secure the padding (i.e. Cable Ties) are secured in a safe manner.

## **Convertible Vehicles.**

Convertible vehicles do not require a hard top to compete but the soft top must be secured in the 'up' position whilst on track.

Convertible vehicles require an 'X' in the cage above the driver/passenger area.

## **Fire extinguishers.**

A minimum 1ltr hand held fire extinguisher must be fitted and within reach of the driver when sat in the seat with harnesses fitted. This should be mounted in an approved cradle or bracket. In addition to this, a minimum 2.25ltr plumbed in fire extinguisher system which must be fitted with two nozzles. One nozzle must point towards the inlet side of the engine and the other point towards the driver's legs.

Two fire extinguisher pulls must be fitted. One inside within the reach of the driver when sat in the seat with harnesses fitted, the second to be fitted outside the vehicle, on the passenger side in or around the base of the window screen and clearly marked with regulation safety stickers.

All fire extinguishers must be serviced within the previous 2 years and marked accordingly.

## **Fuel cells.**

If motorsport fuel cells are fitted within the vehicle, a suitable flash firewall must be fitted between the driver and the fuel cell. Please ensure that the flash firewall has no visible gaps, these must be sealed with appropriate material.

Recommended – Fluid Hoses. Any lines used to carry fluids through the vehicle must be one continuous length or braided with proper joiners. These hoses should be run along the passenger side of the vehicle away from any hot or moving parts and should be appropriately protected from any exposed metal edges.

For your safety, we recommend that all fluid lines are routed to the underside of the vehicle and protected accordingly. Any pipes, lines or fittings should be secured every 100mm along their length.

## **Fuel Systems.**



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If the fuel filler is located within the boot area there should be a suitable splash bowl with a drain to the outside of the vehicle or other suitable drainage holes in place. Nitrous Oxide is permitted, bottles must be securely fastened and correctly maintained.

## **Electrical cut off.**

An FIA electrical cut off must be fitted and within reach of the driver when sat in the seat with harnesses fitted.

An electrical cut off pull must be fitted to the outside of the vehicle, on the passenger side in or around the base of the window screen and clearly marked with a regulation safety sticker.

Batteries must be securely mounted and in a good serviceable condition. Any leads connected to the battery must be correctly insulated and correctly marked to show positive and negative terminals.

If the battery is mounted within the passenger compartment it must be held within a sealed box.

## **Tow points.**

Tow straps or tow eyes must be securely fitted to the front and rear of the vehicle.

Recommended – Tow Points should be clearly visible or highlighted with a 'Tow' sticker. We recommend that the towing eyes or loops are a bright colour or contrast with the vehicle to make them clearly visible to any track staff or marshals.

OEM screw in type no longer allowed.

## **Brake Lights.**

Vehicles must have present and fully working rear brake lights. ALL vehicles must have an LED brake light strip fitted at the top of the front windscreen, this should work in conjunction with the rear brake lights.

## **Glass.**

The front windscreen can be either glass or Lexan polycarbonate free from any cracks or breaks.

Driver and passenger door glass can be replaced with polycarbonate windows. Window nets can be fitted and are permitted. These should be screwed or bolted securely in place and must not inhibit driver visibility. Windows or sliding hatches can be open but by no more than two inches.

Rear screens can be replaced with polycarbonate.



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## **Fluids.**

We will not allow any vehicle with a fluid leak to compete. Any leaks will void the vehicle from competition, until repaired and inspected by the appropriate RDC staff.

## **Catch Tanks.**

Catch tanks for oil or water should be visible and easily checked by inspection and RDC staff.

Tanks should be checked before each round of competition to ensure they will not overflow.

## **Car sunroof.**

These must have all glass removed and be replaced with metal fixed securely in place.

## **Tyres.**

At present, there is no restrictions regarding tyre size or compounds. However, this will be reviewed on an event by event basis to ensure no significant advantage is being gained from use of a particular compound or size.

## **Wheel Studs.**

Aluminium wheel studs should not be used. All wheels to have all studs / bolts in place.

## **Sound Restriction.**

All vehicles must not exceed the maximum sound limit of 105db (unless track rules differ in which case you shall be informed of this as soon as possible). This will be tested during inspection and during the event.

**All rules and regulations within this document are subject to continual review and update on an event by event basis.** Any changes will be announced.

Rules and regulations revised 25<sup>th</sup> February 2019

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