

SPEED EVENT CLASSES 1969

Preliminary Information - November 1968

These classes for Hill Climbs and Sprints have been revised in the light of experience gained during the 1968 season and in line with the wishes of Competitors expressed at the Open Forum held in Leeds on Thursday 14th November 1968. They will be used for all B.A.R.C. Yorkshire Centre Hill Climbs and Sprints during the 1969 season and, if the experience of previous years is repeated, by most other Clubs in the North also. Will Clubs who would like their names incorporated in the preamble to the final edition to be published during January 1969 please contact M. S. Wilson, Silver Royd House, Leeds 12.

No change to these classes other than the addition of newly announced vehicles will be made before November, 1969.

Additional copies of this leaflet may be obtained from B.A.R.C. Yorkshire Office, 6 Sidney Street, Vicar Lane, Leeds 1. Bulk supplies may be obtained at cost.

Classes to be used in 1969 Speed Events

All vehicles will comply with the R.A.C. "Regulations for Vehicles" reprinted in Appendix "B".

Vehicles will be divided into the following categories :-

- Touring Cars
- "Marque" Sports Cars
- Special Grand Touring Cars
- Sports/Racing Cars
- Racing Cars.

The definition of what constitutes a vehicle in one of these categories is at the discretion of the Class Committee and does not follow any rules laid down by the F.I.A. or the R.A.C. other than in general outline. The fact that a vehicle is open or closed has no effect upon its allocation and the basic rules, or definitions of these categories are :-

Touring Cars are normally, series produced vehicles, usually with a minimum of four seats and fully equipped for road use which are generally accepted as being utilitarian rather than sporting in character.

"Marque" Sports Cars are sporting cars which are arbitrarily grouped into classes to give even competition.

Special Grand Touring Cars are cars which are accepted by the R.A.C., B.A.R.C. and B.R.S.C.C. as eligible for entry in this category in Club G.T. Racing.

Sports/Racing Cars are two-seater vehicles built within the framework of the International or National Sports Car Regulations with competition as their primary object.

Racing Cars are single seater competition vehicles of any type whatever.

CLASSES

Within each category, vehicles will be divided into classes as below :-

Touring Cars

- Class 1. — Touring Cars up to 1,300 c.c.
- Class 2. — Touring Cars 1,301 c.c. and over.
- Class 3. — Touring Cars Special Series.
- Class 4. — Special Saloon Cars up to 1,000 c.c.
- Class 5. — Special Saloon Cars 1,001 c.c. and over.

"Marque" Sports Cars

- Class 6. — "Marque" Sports Cars up to 1,300 c.c.
- Class 7. — "Marque" Sports Cars 1,301 to 2,000 c.c.
- Class 8. — "Marque" Sports Cars 2,001 c.c. and over.

Special Grand Touring Cars *MOD SPORTS*

- Class 9. — Special G.T. Cars up to 1,300 c.c.
- Class 10. — Special G.T. Cars 1,301 c.c. and over.

Sports/Racing Cars *G.T. CARS*

- Class 11. — Clubmans' Sports Cars up to 1,300 c.c.
- Class 12. — Sports/Racing Cars up to 1,600 c.c.
- Class 13. — Sports/Racing Cars Front Engine Rear Wheel Drive 1601 c.c. and over.

- Class 14. — Sports/Racing Cars Rear Engine or Four Wheel Drive 1601 c.c. and over.

Racing Cars *WAR UP TO 1600 c.c.*

- Class 15. — Racing Cars up to 1,100 c.c.
- Class 16. — Racing Cars 1,101 to 1,600 c.c.
- Class 17. — Racing Cars 1,601 c.c. and over.
- Class 18. — Racing Cars Four Wheel Drive (any capacity).

ELIGIBILITY FOR CLASSES

Touring Cars

In classes 1, 2 and 3 the capacity of any car shall be considered to be the standard, unmodified capacity of the vehicle when new. Engine modification and tuning is permitted without limit save that the original cylinder block shall be retained, the bore shall not be increased by more than 60 thou., the stroke will not be increased and the method of valve operation shall not be changed.

Any modification may be made to the suspension, braking system and wheels. So far as bodywork is concerned, cars in these classes will run with all standard equipment, a full complement of seats (although proprietary seats may be used in the front only) and standard coachwork.

Coachwork may not be lightened and must include all bumpers, fittings and trim supplied as standard with the exception that overriders may be removed, number plates and number plate backing plates need not be carried and, as a safety measure, combustible sound insulation material may be removed from the interior of engine compartments. Additional accessory equipment will be permitted but in cases where this has to

be substituted for the original equipment i.e. dash panels, steering wheels, fly-off hand brakes, etc. the construction must be at least as massive as the component removed. Where a roll cage is installed and some of the interior fittings or trim, e.g. interior light, have to be displaced, the items removed must be carried in the car.

Air intakes, carburettor blisters and wheel arch extensions may be fitted.

Spare wheels, fan belts and tools may be removed.

Special Series Touring Cars are high performance and/or works lightened versions of normal Touring Cars. Vehicles accepted for this Class are listed in Appendix "A".

Special Saloon Cars may have any form of mechanical modification, body lightening or engine substitution and passengers seats may be removed. Cars which would normally be eligible for classes 1—3 but which have engines increased in size by overboring above, 60 thou., or stroking or which are fitted with non-standard engines or which have lightened, stripped or non-standard coachwork, or equipment removed, will run in classes 4 or 5.

"Marque" Sports Cars

Vehicles accepted for this category are listed in Appendix "A". Entrants should note that the list of eligible vehicles and the conditions of acceptance for "Marque" category are not the same as for "Prodsports" (late "Special Sports Cars") used in Club Racing and defined in the R.A.C. Motor Sport Yearbook.

Eligibility for classes 6, 7 & 8 will be exactly as for classes 1, 2 & 3 (above) with the additional requirement that standard windscreens will be carried and in the erect position.

Any vehicle nominally eligible for the "Marque" Sports Car Classes but not complying with these regulations because of increase of capacity, non-standard engine, lightened or non-standard equipment, etc. will run in the appropriate ~~Special Grand Touring~~ Class.

~~Special~~ Grand Touring Cars

Cars accepted to run in this category must comply with the Definition and Regulations for "Special G.T. Cars" contained in the 1969 R.A.C. Motor Sport Year Book. Simply this means that cars which comply with F.I.A. Appendix J. Groups 3, 4 & 6 and which are not eligible as "Marque" Cars are classified as ~~Special~~ G.T. Cars.

In addition cars classified as "Prodsports" for Club Racing but not listed as "Marque Cars" in this leaflet together with listed "Marque Cars" which do not comply with the tuning or coachwork regulations will run as "Special G.T. Cars".

Unlimited mechanical modifications are permitted in the ~~Special~~ G.T. category. Competitors are allowed to substitute the material of the bodywork and to modify shape so long as the vehicle still conforms to the accepted requirements of a Grand Touring Car.

Where a vehicle has been modified to the extent that it no longer resembles a Grand Touring Car it will be transferred to the Sports/Racing category.

Sports/Racing Cars

Vehicles eligible for this category must have two seats and coachwork which complies with R.A.C. Vehicle Regulations B.B.1 (j).

General Conditions of Eligibility

In classes 4 & 5 and 9—18 the capacity of any car shall be the actual measured capacity including any boring, stroking, etc.

In all classes, supercharging will be permitted without alteration of class. In classes 1—14 only standard pump fuel of a type generally on sale to the public will be used and no water injection or additives to increase octane rating will be allowed.

The queries on the entry forms with regard to capacity, etc. must be answered accurately and, in classes 1—3 and 6—8 the list of modifications must be completed. Any non-declared modifications or any false statements discovered at scrutineering, or subsequently will result in exclusion of the competitor from the event concerned, and from subsequent events promoted by the club.

Scrutineering will be divided into two sections, in addition to the normal check for race-worthiness there will be a separate examination for eligibility.

Each car may only be entered in its own correct capacity class and category.

These classes apply to all vehicles existing, or in production at 1st December 1968. Where new models or modified versions of existing models are announced during the 1969 season, the Class Sub-Committee reserve the right to make arbitrary allocation of class, until the end of the season.

Merging and Sub-Division of Classes

Classes may be sub-divided as allowed for in R.A.C. Standing Supplementary Regulations.

The A.S.R.'s for events may stipulate the maximum number of entries which may be accepted in any class. In any case where less than four entries are received for a class, the class may be merged with the next appropriate class.

Should a class be run with three or less entries, the value of the First Class Award in that class will be reduced to equal a Second Class Award in the classes with four or more entries.

The A.S.R.'s for events may stipulate that only certain of these classes are eligible for entry. In some cases where the potential entry in certain classes is small, the A.S.R.'s for an event may announce that specific classes are merged before entries even open.

In the event of a class being merged because less than four entries have been received, this class will normally be amalgamated with another bearing the same letter suffix in the list below :-

Class 1—A	Class 7—C	Class 13—E
Class 2—A	Class 8—D	Class 14—E
Class 3—B	Class 9—D	Class 15—F
Class 4—B	Class 10—D	Class 16—F
Class 5—B	Class 11—E	Class 17—F
Class 6—C	Class 12—E	Class 18—F

Appendix "A"

List of Eligible Cars for Special Series Touring Car Category — Correct to 14th November, 1968.

ALFA ROMEO — Giulia G.T.A.
AUSTIN — Cooper "S" 970 c.c. 1,071 c.c. & 1,275 c.c.
FORD — Lotus Cortina, Escort Twin Cam.
~~HILLMAN — Imp 998 c.c. & Californian 998 c.c.~~
MORRIS — Cooper "S" 970 c.c. 1,071 c.c. & 1,275 c.c.
SINGER — Chamois 998 c.c.
SUNBEAM — Stiletto 998 c.c.

List of Eligible Cars for "Marque" Sports Car Category — Correct to 14th November, 1968

A.C. — Ace, Ace Bristol, Aceca, Aceca Bristol, Ace Zephyr, 429.
ALFA ROMEO — Giulietta Spider, Giulia Spider, 1300 Giulia Spider, Giulia SS, 2600 Spider, 1750 Spider Veloce.
AUSTIN HEALEY — Sprite, 100 (all models except S), 100 Six, 3,000 (except lightweights & Ex Works).
ASTON MARTIN — DB2, DB2/4, DB2/4 Mk. 3, DB4GT, DB5, DB5GT, DB6, DB6GT.
CHEVROLET — Corvette (All Models), Sting Ray (excluding Grand Sport).
DAIMLER — SP250.
FIAT — 1500S, 2300S, 124 Spider Sport.
GILBERN — G.T.
GLAS — 2600 V8.
GORDON KEEBLE — All Models.
HONDA — 600S, S.800.
ISUZU — Bellett G.T.
JAGUAR — XK120, XK140, XK150 "E" Type (all excluding Competition Lightweight models).
JENSEN — All Models.
LOTUS — Elan Plus Two.
MARCOS — Ford G.T. 1,500 and 1,600 (Push Rod) 3 litre.
MERCEDES BENZ — 230 SL, 250 SL, 280 SL.
M.G. — Midget "T" Series, M.G. A. (Including Twin Cam), M.G. B., M.G. B. G.T., M.G. C., M.G. C. G.T.
MORGAN — Plus Four, Plus Four Super Sports, Plus Four /SLR, Plus Four Plus, 4/4, Plus 8.
PORSCHE — 1500, 1500 Super, 1600, 1600 Super, 1600 Carrera, 911L, 911E, 911S, 911T, 912.
RELIANT — Scimitar G.T. (All Models), G.T. E
SUNBEAM — Alpine (all Models), Tiger 4,260 c.c. (excluding Le Mans models).
TRIUMPH — Spitfire, GT6, TR2, TR3, TR4/SLR, TR4A, TR5.P.I.
T.V.R. — Grantura 1600 c.c., 1800 c.c.
VOLVO — P.1800S.

Appendix "B" R.A.C. VEHICLE REGULATIONS

The relevant sections of the R.A.C. Vehicle Regulations (excluding Karts) are reprinted below for information. In certain cases these regulations are amended in the "Speed Event Classes" and as allowed for in AA.2 (i) below. In some instances where such amendments apply, explanatory notes have been printed below the appropriate vehicle regulation.

Note:- These regulations will be printed in the 1969 "Blue Book". Any amendments given in subsequent editions of the "Motor Sport Bulletin" will also apply.

AA — GENERAL

1. The following requirements apply to any vehicle taking part in competitions organised with the authority of the R.A.C.

Except for racing formulae, Appendix J to the International Sporting Code shall apply only to International and National Open Races and International and National Rallies, and no requirements for vehicle eligibility other than those specified below shall be enforced without the specific prior permission of the R.A.C.

2. All Cars Shall :

(a.) Have not more than four road wheels, (excluding the spare) and tyres.

(b.) Be of sound construction and mechanical condition and be maintained in good condition.

(c.) Be fitted with body-work of adequate strength and workman-like construction providing a compartment for the driver [and passenger(s)] effectively isolated from the engine, gearbox, transmission shafts, chassis, any wet battery, brakes, road wheels and their attachments or operating linkages.

(d.) If plastic windows are fitted use plastic of a thickness not less than 4mm. (3/16").

(e.) Have a normal seat within the driver's/passenger's compartment. The seat by itself or in combination with the bodywork shall be adequate for the purpose of supporting its occupant and retaining him within the vehicle. The bodywork of all vehicles, with the exception of single seater racing cars, shall provide for a minimum transverse width cockpit opening of 32 inches. On no car built after 1957 shall this minimum width be interrupted, e.g. by a chassis member, unless specifically permitted in a Nationally Recognised formula. The seat cushion (i.e. that part on which the occupant sits) shall when uncompressed be not less than six inches below the top edge of the body side or door where the latter is adjacent to the seat. Any other seat fitted into the vehicle shall also fulfil these conditions and all seats shall face inwards and be securely attached and contained solely within the driver's/passenger's compartment.

(f.) Have a protective bulkhead between the engine and the driver's/passenger's compartment, suitable and sufficient in the case of fire for preventing the passage of flame.

(g.) Have a complete floor rigidly supported and of adequate strength within the driver's/passenger's compartment.

(h.) Have the transmission and exhaust system beneath the floor of the car and secured in casings or covers of solid material.

(i.) Except rear engine racing cars have a bonnet or casing of metal or solid non-inflammable material covering or surrounding the engine, and secured by a strap or by other fastenings of adequate strength, and which provides a positive locking action.

(j.) Have positive and secure fastenings for all doors and all hinged or detachable parts of the bodywork.

(k.) Not have any temporary part or parts incorporated in its construction and properly finished and not have any sharp or projecting surfaces which might cause a hazard internally or externally.

(l.) Not be fitted with any wheel spacer/s other than any fitted by the vehicle manufacturer except in conformity with the following :-

(i) Any one spacer shall not be more than 1" thick or affect the track of the vehicle by more than 1" except in the case of cars built before 1965 and fitted with spacers as original equipment.

(ii) All bolts and/or studs used in the securing of a wheel to its hub or axle shaft shall not be of composite construction. Devices to extend the effective length of bolts or studs are not permitted.

(iii) The surfaces of the spacer which bear against the wheel and the hub or axle shaft shall not be less effective than that provided by the hub or axle shaft.

(iv) The spacers are of solid and not laminar construction.

(m.) Be fitted with sprung suspension between the wheels and chassis. The suspension movement shall be controlled to avoid the road wheels fouling any part of the car.

(n.) Except for cars competing in events for Formula E 1, 2 or 3 or groups 6 and 7 of Appendix "J", not have fitted in addition to the normal body any device which has a principal effect of creating aerodynamic down-thrust other than;

(i) Spoilers in the form of raised surfaces continuous with the body surface and not wider than the body surface.

(ii) Devices below the level of axle height which do not extend beyond the width of the road wheels.

(o.) Be fitted with a suppressor as required by the Wireless Telegraphy Regulations 1952.

(p.) If subjected to any minimum weight by the Supplementary Regulations reach such minimum within a tolerance not exceeding 2 per cent.

(q.) When taking part in an event held totally off the public highway, shall not be required to comply with MOT Statutory Requirements regarding lighting, seat belts and tyres, but shall nevertheless be required to comply with any R.A.C. Vehicle Regulation applicable.

(r.) Comply with any other requirements of the S.S.R.s for the Competition and in particular regulations concerning vehicles eligible to compete. Furthermore in Races and Rallies of International and National Open status vehicles must comply with appropriate F.I.A. Regulations.

3. Unless the A.S.R.s specify otherwise all cars shall :-

(a.) Use fuel of a type sold to the public in Great Britain at roadside filling stations, and to which no ingredient has been added which will have the effect

of improving the octain rating. This shall be deemed to prohibit "Water Injection" systems.

Note:- Free choice of fuel is allowed in classes 14, 15 and 16.

(b). If supercharged, be classified as having an engine capacity increased by 40 per cent.

Note:- Supercharging without increase in rated capacity is allowed in B.A.R.C. Speed Event Classes.

(c). Not be a vehicle of a commercial type, or by reason of its construction be liable to a statutory speed limit (though nevertheless should such vehicles be admitted they shall compete only in a separate class, and in the case of rallies with an appropriate speed schedule not exceeding 25 m.p.h.)

(d). If fitted with an engine of a capacity greater than 250 c.c. have a minimum wheelbase of 6 feet unless complying with an approved formula stating a different minimum.

BB — RACES

1. In addition to those items specified in Section AA above, any vehicle taking part in a race must :-

(a). Be equipped with brakes which comply with statutory requirements as to the construction of motor vehicles, or if no mechanical system is available for applying braking effort to at least two wheels, there shall be two hydraulic systems so that in the event of failure of one system braking on at least two wheels remains effective.

(i) In the case of vehicles constructed since the 1st January 1931, the brakes must operate on all wheels.

(ii) In the case of all vehicles, the braking system must be capable of giving a satisfactory demonstration of its efficiency in retarding the vehicle and must not adversely affect the driver's control of the vehicle when tested before the event.

(b). Be equipped with an ignition cut-off switch having positive "on-off" positions clearly marked by means of fluorescent paint or similar material. Moreover if the position of this switch is not immediately apparent there shall be a sign on the outside of the car indicating its position. This ignition cut-off system must be kept in serviceable condition and be immediately accessible to the driver when normally seated in the car.

(c). Be equipped with an effective tap in the fuel supply line readily available to the driver if fitted with a gravity feed or pressurised system or if fitted with an electric pump have such pump(s) linked with the ignition switch.

(d). Be equipped with a positive means of closing the throttle in the event of failure of the throttle linkage by means of an external spring operating directly on each throttle spindle.

(e). Be fitted with at least one mirror of a reflecting surface of at least 50 sq. cm. (7½ sq. ins.), securely mounted in such a position as to give a clear view to the rear. The mirror glass shall be enclosed in a suitable frame with no sharp edges exposed such as would cause injury in event of an accident.

Note:- Does not apply in Sprints and Hill Climbs.

(f). If carrying a windscreen of glass in the driver's line of sight have this windscreen composed only of laminated glass.

Note:- Does not apply in Sprints and Hill Climbs.

(g). Be presented for scrutiny with the steering arms and drop arm (including slave arms) and brake mechanism in a clean condition, and, if equipped with hydraulic brakes, with the flexible brake pipes clean and free from paint.

(h). Not carry any person other than the driver, nor carry any camera without written permission from the R.A.C.

(i). Use only tyres as specified by the R.A.C. Tyre Regulations. Furthermore, not be fitted with a retread or remoulded tyres unless the vehicle was built prior or during 1940.

(j). When taking part in an event for which racing cars are not eligible :-

(i). Be fitted with bodywork of sufficient internal size so as to comply with AA 2 (e).

(ii) All passenger seats may be removed but the normal space provided for such seats may not be encroached upon.

(iii) Be equipped with mudguards extending in width beyond both sides of the tyre tread around one third of the circumference of the road wheels and which, if made of metal, must have wired, beaded or rolled edges.

(iv) Be equipped with battery, dynamo or alternator, self starter, side lights, tail lights, brake lights and headlights with glasses of at least 6" diameter or equivalent area and reverse gear. The requirements for headlamps may be deleted in Nationally recognised formulae. All obligatory equipment shall be in normal working order.

(v) Not necessarily be equipped with horn, silencer, speedometer, windscreen(s), spare wheel or bumpers unless the A.S.R.s specify to the contrary.

Note:- Speed Event Classes 1-3 and 5-7 do call for some of these items.

(k). Cars built before 1st January 1940, do not have to comply with the preceding regulations in respect of :-

(i) Provision of no more than one seat in racing cars.

(ii) Cockpit width may be inferior to that required by AA 2 (e).

(iii) Height of the body sides.

(iv) Provision of obligatory equipment (e.g. battery, dynamo, reverse gear) with which cars were not originally provided.

(l). If fitted with forward facing lamps of more than 2½" in diameter have their glasses of such lamps adequately protected and secured in case of breakage.

Note:- Does not apply in Sprints and Hill Climbs.

(m). If equipped with a cover over the passenger's compartment alongside the driver's seat, such cover shall be of supple and foldable material except in the case of cars of which the original design of the stress bearing parts of the chassis was such that the driver's and passenger's compartments are separated by a solid portion of the chassis.

(n). If fitted with undertray be provided with drainage holes in this undertray so that there can be no accumulation of petrol or oil.

(o). Have any engine and oil tank breather or overflow tube venting to the open atmosphere led into a container of adequate size for preventing any deposit of oil or fuel on to the roadway, unless the car concerned was constructed before 1940. The minimum "catch tank" capacity is one litre, but this must be at least two litres in the case of engine oil when the oil capacity exceeds four gallons. Vehicles competing in events governed by Appendix 'J' are required to have catch tanks of two and three litres, for an engine capacity of below and above two litres respectively. In any parallel system of catch tanks, each tank must be at least half the minimum capacity. Catch tanks shall also be provided with means of being readily emptied of collected oil.

In calculating size of catch tanks, only vessels exceeding 7½ cm. (3 inches) diameter or equivalent cross sectional area shall be considered.

Positive crankcase ventilation systems breathing into manifolds as opposed to the open atmosphere are acceptable.

(p.) Have the steering lock restrained by suitable stops so that no part of the steering mechanism may go "over centre" or foul any other part, or the wheels chassis or bodywork.

(q.) If carrying a spare wheel have this securely fastened in position. However, a spare wheel need not be carried unless so specified in the Supplementary Regulations.

Note:- Speed Event Classes allow removal of spare wheels.

(r.) If a closed car has :-

(i) Effective means of ventilating the passenger compartment.

(ii) Operable means of access on either side to the passenger compartment sufficient in size for removal of the occupant.

(s.) Have all nuts securing road wheels, excepting those of centre-lock type, engage on their bolts or stud threads over a length of 1½ bolt or stud diameters.

(t.) Have a protective bulkhead, or partition between any fuel tank and the driver's/passenger's compartment and sufficient to prevent the passage of flame or liquid. (In the case of saloon cars this may involve sealing off the luggage compartment. In the case of all cars, any plastic fuel line/s or vents passing through the driver's/passenger's compartment shall be covered by or enclosed in a solid material).

(u.) Display competition numbers in a durable manner on each side of the car and also facing forwards in black figures on a white background. The outline of the figures shall be between 11 and 12 inches high and 2 inches wide. The background provided for these competition numbers shall extend at least 2 inches beyond the outline of any numeral and in the case of single numerals shall cover an area of not less than 15 inches by 9 inches.

(v.) Have all hub caps, nave plates and wheel and embellishers removed.

CC — SPEED EVENTS

1. In addition to those items specified in Section AA above, any vehicle taking part in a speed event must :-

a.) Comply with the requirements of section BB above for vehicles taking part in races, except for BB.1 (f) and furthermore when only one car is permitted on the course at any one time BB.1 (e) and (1).

2. In the case of Autocrosses the following will also apply :-

(a.) Racing Cars are excluded.

(b.) The engine capacity limit of production cars is 5,000 c.c. (3,571 c.c. supercharged).

(c.) The engine capacity limit of all other types is 3,000 c.c. (2,143 c.c. supercharged).

(d.) Catch tanks are not required on unsealed surfaces.

(e.) Only tubed tyres as listed in the R.A.C. Tyre Regulations may be used.

(f.) Side and headlights may be removed.

3. *Not reprinted here as relates to Dragsters.*

DD — RALLIES, TRIALS & DRIVING TEST MEETINGS

EE — DEFINITIONS

FF — ELIGIBILITY DECLARATION

Not reprinted in this leaflet — See "Blue Book".

GG — SAFETY

Owing to the widely varying nature of competitions and the cars taking part in them, the R.A.C. takes the view that it would not be in the best interests of the Competitors to cover all aspects of safety precautions by mandatory regulations. Inevitably such regulations could not necessarily provide for the most appropriate safety precautions in all foreseeable circumstances.

The R.A.C. therefore draws competitors' attention to the following points so that they can consider them and take precaution most appropriate to their own particular requirements :-

1. **Crash Helmets & Goggles** (See S.S.R. Q.14)

2. **Clothing**: The fullest possible clothing is advised for protection against flames and abrasion. The flame and fire-proofed materials and techniques now available are highly advantageous. Drivers of cars using nitromethane based fuels should be clad in an asbestos fire-proofed suit, and wear a fully covering face mask and wrist length gloves unless the engine is completely isolated from the driver.

3. **Roll-Over Bars**: These should be of adequate strength to withstand the weight of the car under condition of impact. Anchorages to the body or chassis should be of adequate strength and the bar should be stayed fore and aft to resist collapse in those directions. It is obvious that the height of the Roll Bar above the driver's head when seated in the car should be carefully checked before final construction.

4. **Seat Belts**: Generally the full harness types is to be preferred with careful attention paid to the strength and position of anchorages following manufacturers' recommendations. Consideration should also be given to the strength of the seat, bearing in mind the extra loadings which tension in seat belt straps may impose upon it.

5. **Batteries**: Injuries can arise in accidents due to burns from acid spilling from wet batteries. Precautions should therefore be taken to reduce the possibility of acid from a fractured battery reaching the car occupants.

6. **Electric Wiring**: This, as well as the battery should be well secured to reduce the risk of fire originating from electrical short circuits.

7. **Fuel Tanks and Pipes**: Every effort should be made to isolate fuel tanks and pipes from the driver's/passenger's compartment. The risk of fuel spillage from accidental damage can be reduced by the adoption of bag type tanks or the covering of metal tanks with glass fibre.

8. **Fuel Fillers**: These should be designed and arranged to reduce risk of damage in accidents and in particular rupture of the pipe leading to the fuel tank. Extensible convolute hose can be used advantageously in many circumstances.

9. **Steering Wheels**: Types least likely to inflict injuries in the event of breakage should be selected. Sponge rubber, cord whipping or leather covering is advantageous, to reduce the risk of wooden rims splintering.

10. **Fire Extinguishers**: Even small ones easily carried in a car can often extinguish at the outset of a fire which could develop into a serious one.

NOTE. Whilst R.A.C. Scrutineers cannot accept responsibility for the adequacy and performance of safety equipment, they will always be pleased to offer advice and the benefit of their experience.