



American Cup Car Racing Ltd

ACCR European Rulebook and Policies - Edition 24

Purpose and Vision

1. To set the example and lead the way in ACCR Motorsport safety.
2. To use the sport of ACC racing to teach positive values and attitudes to our competitors and their families.
3. To provide a national rulebook maintaining uniformity among ACCR nationwide.
4. To provide a steppingstone allowing racers to advance to professional racing.
5. To enforce the national rulebook firmly and fairly, providing a level playing field among all competitors.
6. To recognise and promote the achievements of our racers and help them attract more sponsorship for the sport.
7. To lower the expense and complexity of ACC racing, making it easier for new racers to join the sport.
8. To attract enough race teams across a wide enough geographic area to enlist major national sponsorship.
9. To promote and encourage non-contact oval racing

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Please ensure you read all sections as per your licence conditions
ACCR European Division General rules of Racing

1: GENERAL DISCLAIMER STATEMENT

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or Official. The Directors shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or to impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation of, or deviation from these rules is left to the discretion of the Directors.

CODE OF CONDUCT

All members will be expected to abide by the following code of conduct at all ACCR sanctioned events. The driver is responsible for his/her own actions and words. This extends to his/her pit crew, associated friends etc in all aspects. Throughout this section, the word “driver” shall mean the driver, and anyone associated with that driver, friend or family at all ACCR sanctioned events.

The driver shall be the sole spokesperson for his/her team in any and all matters and must deal with ACC Racing Directors or officials regarding their conduct and behaviour. Anyone witnessing a violation of this policy anywhere on the facility, where an event is taking place, should fill out a statement and submit it to the promotion only.

1.1 Publication

Any Publication of any type concerning ACC Racing Ltd or its drivers and associates, Officials, sponsors, tracks and track promoters on the internet or any other media sources, is subject to approval by ACC Racing Ltd Directors or officials. Anyone who makes public, internal affairs concerning incidents or accidents, or general decisions on or off the track, including incriminating video footage of such incidents, official track video footage, in car footage, or makes remarks in a negative, insulting, or threatening manor to anyone involved in ACC Racing, will be subject to this rule book. This will be treated as if it had been said face to face at a meeting or a breach of our rules, and will be dealt with accordingly, this also includes close friends and family, mechanics, and your general associates as you are responsible for their conduct. It is the drivers' responsibility to explain our policies to their accomplices, anyone who brings the sport into disrepute in anyway, will receive an automatic suspension from the ACCR series pending investigation which could lead to a full ban from the series, the case maybe passed over to the ORCi, possibly resulting in further action taken against you.

Note filming and camera footage maybe confiscated in the event of a serious incident or at the request of the officials.

Note – American Cup Car Racing is a registered Trademark and subject to trademark rules and regulations 2019.

2: MEMBERSHIP AND LICENSING

2.1. Membership runs from the date of acceptance of your application, through to December 31st of the same year.

Driver affiliation fees will be set annually and informed to the drivers at the end of each year.

All Memberships must be renewed on an annual basis. The membership will be through the promoter of ACC Racing Ltd Only.

2.2. ACC Racing Ltd will allow any individual interested in ACC Racing to join as a member, if that individual has fully completed and truthfully filled out a membership application form and agreed to abide by the Rules and code of conduct, read and understood the current rule book, and paid the determined fee(s) due for affiliation. ACC Racing Ltd, ORCi and track promoters reserve the right to reject any application that is deemed unacceptable and terminate any membership that has failed to comply with the rules, guidelines, or code of conduct. ACC Racing Ltd reserves the right to refuse any application for a licence.

ACC Racing also reserves the right to suspend or revoke a licence at any time, if it has been deemed that the member has violated or attempted to violate the rules or has gone against the code of conduct.

All drivers in all events must be members and have in his or her possession a valid approved competition licence. The member must be at least 16 years of age and meet all racing experience guidelines and submit to a drivers' test if requested by the promotion.

If a competition licence applicant is under 18 years of age, the applicant must submit a minor release form signed by all parents/guardians, a birth certificate will be required along with the licence application form. A copy birth certificate will be accepted.

2.3. Drivers under 18 years of age are eligible to race in the ACCR series if they have had racing experience at a level acceptable to the series, are cleared to race by the local track, and are covered by local track insurance.

2.4. ACC Racing Ltd has 3 types of membership: An Honorary member (which will include the retention of that members race number), a Full Licence member, and a Day Licence member.

Day licence Member: The charge will be **£40** for the day this includes the track fee for a day licence, **but not the entrance gate fee.**

Any driver who wants to race in an event for a single day **MUST** fill out the complete membership application form for the day they intend to compete at. The driver will receive points for that day and will be included in any published results. Only **4** Day licences may be purchased per individual during a single season. A full licence may be purchased by a hire driver at any time.

Day Licence holders will now only race from the rear of the grid in all races attended.

2.5. Extra entrance fees may be required by track promoters, drivers will be notified as early as possible if this is the case. We have no current control over entrance fees and will endeavour to negotiate these whenever possible.

2.6. Refund Policy – Membership and entrance fees are non-refundable.

3: ENTRY AND SIGN IN

3.1. Booking in for meetings

3.2. All drivers are required to book into meetings via the ACCR Admin / Secretary, By the Wednesday proceeding the meeting or 4 days whichever is the sooner. Drivers may book in through the Internet, E-mail, Phone or Text, you may book into as many meetings as you want at the start of each season or during the season, **but you must inform the promotion if you are unable to attend within 7 Days of the meeting.** Failing to cancel will result in a points penalty given.

For continental meetings or specialist meetings, earlier notice of attendance will be required.

3.3. Upon signing in for any event, a competitor must present their valid licence.

3.4. Entry fee and pit passes differ from track to track. Members must adhere to track policy and pay the relevant fees.

3.5. Only the driver must sign an entry form.

3.6. All entrants must have signed in at least 30 minutes before the scheduled starting time of the first official practice session. If late, they must report to the Tech officer who will scrutineer the car before entering the track.

3.7. All Drivers must attend the Drivers' meeting. All minor Drivers must also have their parent or guardian present at the drivers' meeting. Any driver who misses the drivers meeting for any reason will be subject to start at the rear of the grid for first heat.

4: GENERAL RULES

4.1. The rules shall apply to each Team, driver, owner, sponsor, mechanic, crew member and / or any other pit personnel (collectively known as participants) participating in any ACCR sanctioned or recognised events including demo events.

ALL PARTICIPANTS ARE SUBJECT TO THE RULES AND ARE EXPECTED TO KNOW THE RULES, ANY CLAIMED OF IGNORANCE OF THE RULES WILL NOT BE ACCEPTED AS AN EXCUSE.

4.2. Anyone attempting to circumvent the rules or judged to be going against the spirit or intent of these rules or the organisation is subject to disqualification or suspension. Only ACC Racing Directors/Officials may decide if a change, alteration, or action is an attempt to circumvent the rules.

4.3. All rules are subject to change at any time with reasonable notification...

4.4. No modifications other than those specified in this rulebook are acceptable; if it is not listed in this rule book then you cannot do it!

If this rulebook or the ACCR parts list does not specify that something can be done or used on the car, then you must consider that the change or part or action is illegal. All chassis parts fitted to the cars must have an ACCR part number or have a security label fitted and is listed within this rule book / parts book. All parts except engine and engine components must be purchased through ACC Racing Ltd or authorised / announced in writing by ACC Racing Ltd as an alternative. Any part or copy part not complying with the above ruling will be deemed illegal and confiscated for disposal and driver penalties will be applied. Any repairs to the chassis or bodies must use authorised genuine parts. Any copy parts found on cars will result in refusal to race and licence suspended and a fine applied. If IN DOUBT about any of the above, then telephone HQ and ASK as refusal often offends! We have no other genuine producers of parts in the UK that are Authorized to supply parts or panels other than the two sub depots and HQ!

4.5. Cars are designed for closed road course or raceway use only!

4.6. The decisions of any Officials and the ACCR Directors at sanctioned or recognised events, including the interpretation and application of the rules and any scoring of positions shall be final and binding.

4.7. Only cars and parts authorised by ACC Racing Ltd and purchased through ACC Racing Ltd with appropriate seal to the chassis and engine are legal for use. Cars and parts originating from any other source are not legal for use in any ACCR sanctioned events and will not be allowed to enter any events associated with ACC RACING LTD unless authorised and written permission has been granted. Used cars sold by previous or current drivers are purchased at your own risk if in doubt contact us. Any outlaw cars will only be allowed back with written permission before purchase!

4.8. Crew members will only be permitted onto the track if the track Officials allow this.

4.9. All personal property brought to the Raceway by a team must be removed with them when they leave. Examples: tyres, race car parts, used oil, etc.

5: ALCOHOL AND DRUG POLICY

5.1. As per the ORCI Rules and Regulations

6: NO LITIGATION

6.1. By entering a Sanctioned Event, Members agree to accept the following terms: A decision of an Official is final and cannot be litigated. If a member violates this agreement, and proceeds with litigation against ACCR Drivers or its' Official(s), that Member agrees to pay all costs, including reasonable solicitors' fees, associated with the litigation incurred by the promotion or the Official(s). The rules and regulations set forth herein shall be construed pursuant to UK law.

7: ACCIDENTS AND SAFETY

7.1. All competitors agree to inspect the racing facilities, safety personnel and equipment, and conditions at the racetrack on a continuing basis before, during and after the event. All competitors are solely and directly responsible for the safety of themselves and their race cars and equipment, their crew members, guests, and any other persons in their pit area.

7.2. Any party who wilfully or maliciously uses a race car, or any object, on the track or in the pits to injure, destroy or damage another person or personal property will be Banned automatically, and subject to Local Authority involvement.

7.3. Drivers must not get out of their race car whilst on the racetrack or infield area except in an emergency i.e., if your car is on fire or you have a fuel leak. You may get out only if requested to do so by an Official.

7.4. No one (except the driver) is allowed to ride in or on the race car at any time, unless authorised by an Official.

7.5. All drivers must use approved seat belts, a fire-resistant safety suit, and all safety accessories. At all times or whenever the car is in motion. This includes pit and staging areas. These items are detailed in the ORCI rules and regulations.

7.6. All tow transport vehicles must carry a minimum of a 2kg fire extinguisher, dry power, which must be always within easy reach of the driver and mechanics, especially when refuelling.

8: CLOTHING AND RACE ACCESSORIES

8.1. All drivers must wear an approved fire-resistant driving suit and safety equipment at any time the car is in operation at a short oval race meeting. Specification's as per the ORCI rules and regulations.

8.2. A racing helmet is required. Helmets must be of a minimum standard as Per the ORCI rules and regulations.

8.3. Competitors are solely responsible for the safety of their race cars and equipment. They are obligated to operate their equipment in a manner, which will minimise the chance for injury to themselves or others. ACC Racing Ltd and its' Officials will not be responsible for the safety of a competitor's race car or equipment.

8.4. Competitors are obligated to inspect the race facility, its condition, the track safety equipment, and personnel. Any safety violations or inadequacies should be reported immediately to the Officials. Competitors should not proceed with race related activities if you believe some part of the safety is sub-standard.

9: GENERAL POLICIES/PROCEDURES

9.1. Tech Decisions – At all events, Tech Inspectors/ officials can inspect the cars. All decisions regarding the legality of the cars and parts will be made by the Tech Inspector / official for the day and a report given to the promotion of any non-compliance there are no appeals against non-compliance.

9.2. Any car that has a defect notified to them at a meeting and logged in their logbook must be then rectified as soon as possible, If a safety issue it must be rectified prior to racing,

9.3. Communication Policy – Race receivers will be compulsory for all meetings and must be in a working condition. You as the driver are responsible for ensuring that you can hear any directions given through this, and 'I CANNOT HEAR YOU' is no defence to any incident. **NO RACECEIVER – NO RACE!**

9.4. Only Official ACCR two-way radios may be used at any official meeting. If anyone is found to be using an unofficial two-way radio, the driver will be excluded from the event.

9.5. Rule Policy – All rules are managed by ACC Racing Ltd, which reviews all rules changes. All members are welcome to submit suggestions for rules changes at any time in writing. In general, rule change proposals will be considered after the end of each racing season by the promotion or during the season if required by the promoter / ORCi or a safety issue arises.

9.6. ACCR general Pre-Tech Checklist example

9.7. Pre-Tech - Every car that intends to compete in official practice or a race must go through pre-tech safety inspection before being allowed onto the track. Drivers must present their car to the Tech Officer for inspection and remain with their vehicle until the Tech Officer has signed the vehicle off. Tech Inspection will end 30 minutes before the official meeting begins. If the driver misses this deadline, he/she will be subject to the rule book and either placed at the rear of the grid or refused to race the first heat. Passing pre-tech does not mean your car is 100% safe and legal. Pre-Tech is a basic observation check with recommendations and legalities, or defects pointed out, and logged in your logbook. You may be given a meetings grace if the defect is not of a safety issue. No liability will be taken for any injury sustained due to unforeseen failures.

9.8. Pre-Tech Checks – but not limited to

1. Serial numbers verify that car is ACCR approved.
2. Engine compartment exam.
3. Body security / integrity / legality of panels.
4. Safety belts - check other safety equipment.
5. Oil / fuel leaks. Fuel sample maybe taken.
6. Seats.
7. Driver's safety equipment i.e., helmet, overalls, gloves etc.
8. General car appearance.
9. Isolation / safety switches.
10. Engine / chassis number (Seals).
11. General safety items.
12. Tyres - Wheels legality.
13. Window nets fitted.
14. Brake light.
15. Decals and livery.
16. Shocks and suspension components and legality of any fitted components to the car, including the origin of such parts.
17. Check all seals and security seals for legality, originality, and conformity.

18. Any item the Tech Officer wishes to check.
19. Scaling and security of added weights.
20. New security tags fitted on specific parts.
21. All safety Equipment.

10: POST RACE TECH AND SCALES

10.1. Any driver may be requested to go directly to the scales or to the tech area which will be **The ACC Racing Truck immediately after coming off the track**, if requested to do so by any of the Officials.

The Officials may also carry out a walk around Tech Check at any time during a meeting. **If you leave the track before the Tech is completed the next position after yours will be checked and awarded the position if legal.**

10.2. The driver may be requested to get back in the car at any time during the Tech Check walk around.

10.3. ONLY the driver and 1 mechanic will be allowed in the post- race Tech Area. Racers who ignore this rule will be subject to docking or dsq.

10.4. At ALL times, only Tech or Official members will be allowed in the tech area. Anyone who plans to be in tech at any time must be a driver member or driver team member max of two people including driver.

10.5. Post-race ACCR Tech inspections will be performed using any of the procedures listed below. The promotion will supply electrical power, and an air compressor for general lighting and cleaning needs. Blowers and/or cooling devices must be supplied by the race team when requested. Officials may choose to carry out any or all the below checks but are not limited to the below list. All cars are expected to always meet all rules in the rulebook.

1. The rear spoiler angle may be checked.
2. Legality of parts, panels, body, chassis, and all parts relating to the car.
3. The body may be removed at this time.
4. The engine may be started, and the alternator checked to make sure it is working properly, as per section **31**.
5. A compression test or internal inspection may be performed on all cylinders. The top of the engine maybe cleaned at this time, to remove the spark plugs. No air may be blown into the engine to cool the cylinders. Compression must be within the limits stated in section **26**.
7. The Whistler Check may be performed for bore size, CC's. All must be within limits stated in section **26**.
8. The Carbs may be removed and inspected and must meet the requirements as per section **34**.
9. The Valve cover may be removed, and a cam check performed. Cam profile must be as per section **26**.
10. A Scope may be inserted through the channel which the timing chain travels, and through the oil fill hole. Inspection of visible parts in the lower half of the engine as per section **26**.
11. Fuel may be checked as per section **36**.
12. Prop/Drive Shaft may be checked as per section **37**.
13. Rear ends may be checked as per section **38**.
14. Wheels, Tyres, serial numbers, air, and the illegal use of softener will be checked as per sections **40** and **41**.
15. Wheelbase and Track & other crucial measurements including mounting points and chassis alterations will be checked as per section **20** and **42**.
16. Shocks and all suspension components will be checked for legality and originality, shocks maybe removed and checked as per section **21/22/23**.
17. Check all seals and security seals for legality, originality, and conformity.
18. Body will be checked for originality of panels, shape, dimensions, weight & silhouette as per section **19**.
19. All fitted components will be checked for originality and legality.
20. **Officials are not required** to reach a conclusion regarding the legality of cars or parts at the racetrack and may gather additional information in the days/weeks following an event before issuing a final decision.
21. **At any time in a season or end of season cars maybe fully sealed including body, fuel, rear end, and will be required to attend a full technical inspection at a designated place and time for a full inspection of all components.**

11: COMPETITION AND RACE PROCEDURE

11.1. All starts and restarts are to be determined by the Race Director or Track Official.

11.2. All cars will line up in the designated staging area prior to their respective heats in grid order. **Once the first car is called this is classed as Parc Ferme Rules i.e. no working on any race car even within your pit area this is at the discretion of the officials.** Failing to get into your grid position after 3 calls will result in you being placed at the rear of the main field. If a car is not able to start the race once gridded in staging area or track for whatever reason, it may be given outside assistance but will have to start at the rear of the grid. If a driver withdraws from the race in the staging area, grids will be reformed if time permits.

11.3. Driver changes may not be made during any single day race meeting.

11.4. On the initial start, all cars must remain in double file, nose to tail formation with a minimum 4 car gap between each group of 4-6 cars to be advised at drivers meeting. No passing is allowed until the command of 'GO' is given, or in the case of radio failure the green flag is shown.

11.5. Any driver passing/overtaking another car whilst under the waved yellow flag and not immediately letting the passed/overtaken car back in front, may be black flagged or docked at race directors' discretion.

11.6. Any driver passing three waved yellow flags at more than a walking pace speed will be black flagged with a DSQ given.

11.7. You may pass under a stationary yellow flag but with caution.

11.8. All starts and restarts will be determined by the race officials and will be at a consistent medium speed. The Pole car must maintain a consistent speed and a minimum of 8 car lengths from any pace car, until the command of 'GO' is given or the display of the green flag. The Pole car is completely responsible for the pace setting and if the Officials determine that any car is not maintaining a consistent speed or accelerates before the command for 'GO' or the display of the green flag, or is seen to be 'brake checking', that driver will be sent to the rear of the main field with a complete restart or docked places from finishing order.

11.9. Double file grids will be used for all starts and restarts - the leading car on a re-start **ONLY** may choose to start on the inside lane by going to the inside track edge or outside lane by going to the wall. All subsequent drivers line up as forming up for a start grid i.e., 3rd place car upon stoppage would line up behind the Pole car and so on and so on.

With exception off Top points to pole the top points scorer can choice inside or outside lane the front row is the only row that will change positions everyone else lines up in a normal grid. this is for top points to pole only.

11.10. If the caution or red flags are displayed before the completion of lap 1, there will be a complete restart in the original starting order. If a car is unable to restart for any reason, all the cars behind in that line. There will not be any 'switching sides' for the restart. If a car is deemed the cause of a stoppage or accident, they will be sent to the rear of the grid for the restart subject to the track, Clark of the course.

11.11. If a waved yellow flag is displayed after the completion of 1 lap, all cars will line up in the physical order they were running on the track at the end of the last completed scored green flag lap. All cars must hold their position, even if trailing a lapped car and fall into a single file nose-to-tail formation. Race Officials will then use the Raceceiver system to move the lapped cars to the rear of the field if time permits and give the instruction to form the double file restart.

11.12. If a caution is displayed after the leader takes the white flag or last lap indication, the final finishing order will be as the cars come across the finish line on the previous lap.

11.13. Any car involved and deemed the cause of three yellow flags, for any reason, will be penalised as per sections 15&16.

11.14. All cars involved in an accident where blame cannot be apportioned, will restart behind all cars not involved, regardless of the number of laps completed, providing the track allows. Track Officials have the right to deviate from this policy, if they determine an incident was caused intentionally. They may put cars back in their rightful position and back on the lead lap.

11.15. Cars that spin out on the track must attempt to re-join the race when safe to do so and resume race speed as soon as possible. The driver must refrain from slowing or impeding the current competition. If anyone is deemed to be deliberately stopping the race or pulling out on cars at race speed, hindering them or slowing the race, they will be disqualified from the race.

11.16. The race will be officially completed when the field of cars has completed the specified race distance/time or with the starter's display of the chequered flag. You must keep at race speed until red flags are brought out.

11.17. The standard race distance on short track ovals, subject to track approval, will be set at a minimum of 20 lap heats and a minimum of a 25 Lap final or as informed at the drivers meeting. On a standard oval you will have two warm up laps followed by a rolling start lap for the first race of every meeting. This may be extended or reduced for every other heat.

11.18. Upon consultation with the Officials, Track Officials have the right to change, omit, or add rules and regulations that are particular to their track regarding how the event is run. This policy does not in any way pertain to minimise the standards for safety.

11.19. At all events, the race will be managed by the Clark of the course, Chief Track Marshal, The ACC Clark of the meeting with advice from the Race director and according to the policies listed within this rule book. Any changes to these policies for a particular event will be discussed at the drivers meeting.

11.20. Race Lines. All drivers must imagine that the track has two / three lanes. You may be requested to choose a line by the Race Director. Upon these instructions, at the next corner you enter you must choose either the inside lane or outside lane and exit that corner on this lane. Any crossing of lanes will be classed as blocking. You must hold this line to which you have chosen until the challenge is passed i.e., challenging car

drops off you or passes you on the inside/outside. The outside car may come down slightly in the corner but must leave at least a cars width for the inside car. The inside car on exiting the corner may come up but must leave at least a car and ½ width to the outside of the track. In a three-car situation, all cars must hold a tight lane, no coming up or down in either corners or straights. Anyone deemed to be not holding a line will be docked a minimum of two places. If it is continuous throughout the meeting, then you will be black flagged for unsporting conduct.

11.21. Challenging cars. If an inside car’s front end is level with your rear quarter panel, this will be classed as his/her corner, and you must give room to that driver. If you then turn in on that driver, you will be classed as not holding your race line. The same applies to a car passing you on the outside. If you are the inside car, then you must allow that driver room exiting the corner i.e., not running them into the wall.

11.22. Blocking. You will be allowed one move on a challenging car. More than one move will be classed as blocking. Anyone holding the middle of the track will also be classed as blocking. Only ONE warning will be given and then you will automatically be penalised by the officials by means of docking of places.

11.23. Outside assistance will be determined at the Race Officials discretion. This is classed as a Marshal or track vehicle assisting you and the race brought under caution for you being in a dangerous position. Every effort will be made to allow you to re-join at the rear, but this may be overruled by the track or Clerk of the course, and you may be retired for being the cause of the stoppage of the race.

11.24. Other assistance from fellow competitors only at their discretion may be allowed under the following conditions: push starting by another competing car may be given under a caution on the initial grid formation or restart grid. You will be given a single attempt to restart a car. After this, if it fails to restart, you will be required to retire to the infield. If you do restart, in all above circumstances you will have to restart that race from the rear of the grid. No assistance will be allowed during green flag racing from any vehicle. If you are seen assisting another car during green flag racing, you will be black flagged.

12: FLAG RULES

12.1. AS PER THE ORCI Rules & Regulations

13: TIMING AND SCORING

13.1. Timing and scoring of all cars will be handled by Track Officials.

13.2. The finishing order as determined by the Track Officials will be the official result, normally through the AMB style transponder system. If the system fails, the manual scoring will be introduced. If your personal transponder fails, this is your fault and you will be classified as last car to finish, if no manual results are available.

13.3. All cars must be fitted with an AMB transponder which shall be fitted on the left-hand side of the rear left down tube when viewed from the rear of the car. Only one transponder may be mounted per car, and all transponders must be operational.

14: POINTS

14.1. All events will use the point system as below.

14.2. Basic Point Allocation – The basic points system awards points based on finishing positions in the heats.

1st	100	11th	58	21st	43
2nd	93	12th	56	22nd	42
3rd	87	13th	54	23rd	41
4th	82	14th	52	24th	40
5th	78	15th	50	25th	39
6th	74	16th	48	26th	38
7th	70	17th	47	27th	37
8th	67	18th	46	28th	36
9th	64	19th	45	29th	36
10th	61	20th	44	30th	36

These will be reviewed when we reach a 30-car grid.

DNF & DNS will receive points in pro rata as though they were on grid for finish,

DSQ = ZERO points Scored.

Championship Ties will count back on top finishing positions i.e., 1st 2nd and 3rds.

The driver with the most wins or top finishing positions i.e., 2nd and 3rds and 4ths will lead the Championship.

14.3. Grids will start as follows: First Heat will be a reverse of the last three meeting average points 'highest average to the rear'. Second Heat will be a reverse of the first heat finishing order. The Third Heat grid will be total points for that meeting added up and reversed, highest to the rear, except for penalties given at that meeting or previous meetings. Also, with the exception of the following championships UK Open, British, Scottish, Or any other meeting designated at the start of the season.

Point System Adjustments – IF the meeting is a Championship final where qualifying has taken place, the top points driver will start on the front row. Any penalties will be taken at the next normal reverse grid meeting.

14.4. Any 'top points to pole races. All competitors in attendance will score 100 points for that race only, and in the case of the Scottish Championship British Championship and UK Open Race, drivers will score 100 points for the Championship Race but must not have received a DSQ and must take the start flag to be given these points.

14.5. First year rookies will be gridded up at the rear of the grid for their first 9 HEATS of the season.

Returning drivers without a previous years' average will be gridded up at the rear of the grid for the first heat only for their first 3 meetings, until they have achieved a 3 Meeting average.

14.6. Points are non-transferable from one driver to another. A driver may only be registered to one race number during a single season.

NOTE: Hire cars are an exception to this rule and Driver's name will be placed in notes column on points chart.

14.7. Three meetings of each season will be scored as double points meetings. These will be notified on the website by the letter's D/P (Double Points). Double points round will only score on the averages as a single point meeting to stop false average readings and double points meetings bring in to play double penalties also.

14.8. Cancelled Heats: Cancelled heats during a meeting only: All drivers in attendance will score 100 points for each heat cancelled.

14.9. You must be in good standing with ACC Racing Ltd to receive any points or fund money or awards. All suspensions must be fully served to be considered in good standing with ACC Racing Ltd. The promotion reserves the right to withhold or revoke any prize fund money, and/or awards to any participant with outstanding debt to ACC Racing Ltd.

14.10. If a driver is disqualified from the race, the remaining field (position & points) shall move up accordingly.

14.11. If a driver picks up a trophy at a meeting, including our main championship titles, he/she must retain the trophy until after post-race tech. If found illegal after the event, and docked or excluded, his/her points will be removed from the race and the trophy must be handed down accordingly to the next qualifying driver/s.

14.12. Results will be posted on the website within 10 days of the event, subject to internet connection and protests.

14.13. All drivers will have one of their lowest scored rounds removed from their championship points, (19 out of 20 meetings count for points as an example). Any driver attending 100% of rounds of the championship up to and including the penultimate round of each year may choose which points round they require to be removed, this cannot be a round that any penalty has being incurred at. This must be informed to the promotion by the following day after the penultimate race date, or we will automatically remove your lowest scored for the season i.e. 0 scored rounds. (Some rounds maybe excluded from this as notified via race dates at start of year)

14.14. Any demo meetings will be offered to drivers by ACC Racing Ltd by invitation ONLY. Grids and other rules may be implemented i.e., pre-determined race results, odd grids and other restrictions may apply. No Championship points will be given for these meetings.

14.15. Champions – All Championship titles and trophies will stay with the current holder until the end of year presentation. The current holder is requested to bring the Championship trophy to the relevant meeting for photographic purposes only. The trophy will officially change hands at the Annual presentation, Upon leaving the series you must then return all property back to the series straight away including but not limited to perpetual trophies and awards.

14.16. ACCR European Pro Championship (The main Title top points scorer)

ACCR European Semi Pro Championship (Secondary Title)

The Format

All Races will score points to all Championships throughout the season, as per the points system. Halfway through the current season, i.e., after the 10th meeting out of twenty meetings, (as an instance) the points table will be split into two halves. The top half of the points scorers and bottom half of the points scorers will race for two separate titles. The top half will race for the PRO and Main Title, and the bottom half will race for the Semi-Pro Title. With no changes to the normal race format.

Drivers will be marked on the Championship points table at the halfway point by either a PRO or S-PRO next to their name.

14.17. Individual Championships will all score as per the main Championship.

14.18. Team Title - Two drivers may team up at the beginning of each season to race for the Team Owners Title. Both drivers will score normally as per Championship points. For the first two heats ONLY, the drivers will score towards their team points and the scores will be combined from both drivers. The team with the most points will be crowned the Team Championship Winners, the winning team trophies given out at the end of year presentation. You must declare your partner at the beginning of the season with no changes allowed during the season to any partnership.

15: PENALTIES

15.1. Officials may apply penalties and/or fines docking of points and places for any non-compliance with any part of this rulebook. Penalties and fines/ deductions and points will be assessed according to the officials. These are examples of infractions and include all parts and tyres and technical aspects of the car, which in the Officials' opinion would give a performance enhanced advantage including engine parts and accessories suspension components chassis tyres not but limited too.

A blatant ignorance of the rules or going against the spirit of the rule book will incur a penalty/ban. Any fines must be paid before the driver will be allowed to join or race in any additional events regardless of the elapsed time between the infraction and the return to competition. The following are guides only and maybe increased at the Official's discretion and depending on severity.

15.2. Harassment of any persons including the series, Track Officials, safety crews, ambulance crews, or spectators will never be tolerated. Harassment is any screaming, yelling, or threatening words and/or actions. When conflicts or concerns arise, drivers are expected to share their concerns in a controlled manner. Violation of this policy will be an automatic two meeting ban you are responsible for your friends and family too.

15.3. Harassment and accusations of other racers and/or their crews, families etc. will never be tolerated. If harassment & accusations occur in the pit area, the offending driver who is responsible for their crew will automatically be loaded up and suspended pending an investigation with a possible 2 meeting to 6-month ban.

NOTE: DRIVERS MUST NEVER APPROACH ANOTHER DRIVERS PIT AREA TO HAVE A CONFRONTATION.

15.4. Physical violence will never be tolerated. Any driver who physically attacks anyone, at any time, will automatically be banned for 12 months via the ORCI. If the violence involves a weapon, the driver will automatically be banned from ACC racing for life and reported to the local authorities for consideration of police action.

15.5. Any driver who uses his car as a weapon i.e., ramming, bumping, sideswiping, or driving at another car after the race has been completed, will be dealt with by the Clark of the course.

15.6. If, in the opinion of the track Officials, a racer intentionally wrecks another car during the race, the offending driver will be dealt with by the Clark of the course / ACC Clark of meeting.

15.7. Any incident on or off the track: ACC Racing Ltd & it's Officials reserve the right to refer any driver to the ORCi disciplinary board or the ORCI for punishment or suspension.

TECHNICAL OFFENCES GUIDE:

15.8. Miss-Adjustment Infraction = 1-5mm or 1-5lb outside stated measurement. The examples of this type of violation include but are not limited to; minor wheelbase, slightly underweight, opening bonnet or boot lid while in post-race tech or before post-race tech is carried out, etc. The penalty for this type of infraction will be no less than placement as the last placed car.

15.10. Minor Technical Infraction = 6-8 mm or 6-8lb outside stated measurement. Fine or reprimand of up to **£25.00** and a disqualification from the race in question. Any illegal parts in question will be confiscated by Officials.

15.11. Serious Technical Infraction = Over 9mm or 9lb outside stated measurements. Fine of up to **£45.00**, disqualification from the race meeting and suspension from minimum of one additional race meeting. Any illegal parts in question will be confiscated by Officials.

15.12. Anyone found with either a Miss or Minor infraction have the choice to either alter the car to within the rules and continue to compete, just losing places or points as stated and starting the next heat from the rear of the grid, or to leave as is and compete from the rear of the grid for the whole meeting, scoring no points. This is down to the driver to declare his/her intentions. The Officials may recheck any infractions after any heat or final.

15.13. Refusal to Turn Over Illegal Parts – Minimum Fine of **£50.00**, disqualification from the meeting, suspension from a minimum of one additional meeting to the entire remaining racing season, and/or loss of points from all previous meetings.

15.14. Refusal to Submit to Tech Inspection – Minimum Fine of **£75.00**, disqualification from the event, suspension from a minimum of two additional events, to the entire remaining racing season and/or loss of points from all previous events.

15.15. Breaking Engine Seal – Failing to inform the Promotor / Tech before breaking your engine seal will result in a minimum loss of 600 Championship points and a **£50.00** fine this includes during the closed season.

15.16. Failing to attend Post-Tech Inspection – Loss of all points for that race.

15.17 Missing Pre-Tech will result in the driver having to start at the rear of the grid after receiving Tech.

15.18 There are no appeals for any technical infringements!

DRIVING OFFENCES GUIDE

15.19. All driving offences are managed by The Clark of the course with no appeals against these other than a DSQ or Ban, Black Flag this must be done direct to the Clark of the course with our Clark of the meeting in attendance and points given as required.

15.20 Secondary appeals can be made on a DSQ or blag Flag or Ban via the ORCi at your cost for full details contact ACCR promoter or drivers' rep on how to do this.

15.21 Punishments may vary from track to track on the opinion of the Clark of the course or ACC Clark of the Meeting.

17: Driver - PROTEST GUIDELINES

17.1. There will be an £1000.00 protest fee for engine teardown only. If a protested engine is found to be legal, the competitor that was protested will keep his/her winnings and points for that event and receive £700.00 of the protest money for the cost of rebuild and for removing the engine. The promoter will retain £300.00 for inspecting the engine.

17.2. Engine tear down will be limited to the following people only: One authorised mechanic, one member from car in question, Tech Inspector, Promoter, official and an engine builder as chosen by the promotion.

17.3. The Technical team reserves the right to tear down any engine, at any time by a nominated engine builder, without a protest fee being filed. If found illegal the engine parts will be disposed of by the promotion. The promotion reserves the right to impound any car or engine for a reasonable amount of time for further inspection. The promotion also reserves the right to confiscate any part that is believed to be illegal at a Post-Race Tech Inspection. This part or parts may be sent to an independent specialist for final inspection and determination of legality. If the part or parts are determined to be illegal by Officials after this final inspection, the illegal parts will be destroyed by the promoter. No compensation will be given to the Car Owner or driver for the destroyed parts.

18: ADVERTISING AND PROMOTION RELEASE / DISPLAY OF ANY SPONSOR LOGOS AND RACE NUMBERS

18.1. By entering any event, drivers, car owners, crew and agents assign all commercial communication, broadcast rights, including photos, videos, sounds and written publications of the event, to ACC Racing Ltd as their agent and representative regarding such rights.

18.2. The Directors and their assigned, may use any of the likenesses for an indefinite period.

18.3. The Directors reserves the right to assign, to approve or disapprove any advertising, sponsorship, or similar agreement in connection with any event. All members agree to accept the ACC Racing Ltd decision in this regard.

18.4. All advertising on cars, must be approved pre-season by ACC Racing Ltd, and a copy of your sponsors submitted with your licence fee.

Please note our series sponsors are just that please don't approach these for personal sponsorship as we agree these for the benefit of all drivers of the series not for personal gain.

18.5. NO in car cameras are to be fitted unless authorised by ACC Racing Ltd. Any footage from these is for promotional and official use only.

18.6. ACC Racing cameras are not to be operated by anyone other than the race Officials.

CAR NUMBERS

18.7. Car numbers are issued through ACC Racing Ltd and are allocated to each driver for 1 year only. You must renew your licence by February of the following year to retain that number, unless otherwise agreed with the promotion. Driver numbers cannot be changed during the season. Car numbers cannot be changed, traded, or reassigned without the permission of the Promoter. The promotion may, at its discretion, re-assign car numbers. The promotion reserves the right to dis-allow any sponsorship, advertisement, graphics, wording, or images (with or without cause) that do not represent the public image of the sport or may be a conflict of interest with series sponsors.

18.8. Numbers must be at least **sixteen (16) inches high** and minimum of **two (2) inches wide** and neatly attached to both sides of the car, located on the centre of the door. Numbers must be located on the doors only and in the NASCAR style. No Interactive numbers. They must be clear and readable.

Eighteen (18) inches high numbers must be attached on the roof, reading from the **OUTSIDE** of the racetrack. Numbers can be in any design if they are readable and not enhanced with flames, shapes, etc. Numbers must be made of a colour with a high contrast to the car body colour. All number designs are subject to the promoter's approval. All cars are required to display their car number using a **four (4) inch** high number on the right rear tail-light and front left-hand bumper area of the car.

No alphanumeric or three-digit numbers are allowed.

The number **one '1'** is reserved for the Pro Championship Winner for that year **ONLY** and must be placed upon the car for the following year.

18.9. ACC Racing Ltd reserves the right to assign or restrict the display, and location on the car, of any decals, logos, identification, markings, and advertising on race cars.

18.10. ALL first-year drivers (Rookie of the Year Candidates) and **ALL** drivers under the age of 18 are required to display a yellow (Red if car yellow in paint) "Rookie Stripe" across the rear of the cars bumper area. The dimensions of the stripe must be a minimum of **2" X 24"**.

18.11. Drivers in all sanctioned races agree to display the ACC Racing and sponsors contingency decals and a series of race sponsors' name or logos across the rear spoiler and in front of each driver's door number on both sides of the car where applicable and will purchase these through ACC Racing Ltd as required.

18.12. All official decals and sponsor decals must also be displayed to participate in any event and score points for that Championship. Refusal to display any series sponsors' decals will result in full price parts and tyres charged to the said car driver for the remainder of the season and no prize funds or awards to the car concerned and may be refused entry into designated events.

18.13. Your surname must be placed across the front visor in a minimum of **3-inch letters** and must be of a contrasting colour to the background on both the metal framework and screen if used.

19: GENERAL CAR / BODY REQUIREMENTS

19.1. Only fibreglass bodies and replacement panels manufactured and supplied by ACC Racing Ltd are permitted. Any copying of the bodies or body panels is a violation of our policies, and the car will be deemed as illegal for use until the legitimate body parts are purchased through ACC Racing Ltd or a fine is applied. It will be down to the car owner to prove originality. No modifications to body shape are allowed other than those authorised. On old style bodies, only one cowl opening (directly in front of windshield) is allowed in the centreline of the body, with maximum dimensions of **1 ½" X 10 ¾"**. Stock opening on new style bodies is legal. All new panels have been chipped from manufacture including older units and can be checked for authenticity. Old units will now be security sealed.

19.2. Stock roof hatch on new body style is approved. For older bodies, a roof hatch may be installed over the driver's seat. The hatch must be hinged on the end towards the front of the car. A mechanical latch must be installed to hold the lid in the closed position any time the car is being operated. Velcro latches are not allowed. The latch must be operational from inside and outside of the car. Maximum opening size cannot exceed 24" x 24" If your roof hatch comes undone or lifting you may be black flagged.

19.3. The Driver's side window may be enlarged to accommodate larger drivers by the following method: the 1/4" square tubing may be removed from the top door bar. The fibreglass window ledge can be cut and lowered to the top door bar. The fibreglass window ledge must be repaired and re fibre glassed to body to original appearance. In addition to the top of the door height to roof dimension described above, an additional modification is allowed. You may also modify the lower part of the "A" post for visibility. The fibreglass may be cut out and replaced with Lexan of the same shape, pop riveted in with no less than 6x 3/16" pop rivets.

19.4. The driver's side port window may be made into an opening by the following method: Begin cutting the fibreglass at the window ledge, trimming underneath the port window and follow the shape of the port window back to the top of the side window opening. The back end of this opening must be securely hinged to the body and fasteners must be used to keep the window from opening during racing.

19.5. The fibreglass body must be firmly attached to the car during any Event, Bodies damaged during an Event may be duct taped to finish that weekend of racing. If a body is damaged, it can continue to race with pieces missing, however, it may be Black Flagged by an Official if it poses a safety hazard. If a body is severely damaged, it must be repaired and repainted before the next weekend's race. All bodies must be secured down to the chassis. Cable ties may be used in emergency only and must be replaced by the following meeting.

19.6. A Lexan/ Macron window is required in the rear, and port windows on both sides of the car at the beginning of an Event, with a minimum thickness of 1/8 inch. For road racing purposes at long track events over 1/2 mile, the front windshield must be a minimum thickness of 1/4 inch. Any car that loses a front windshield during an Event must replace it to continue racing. If rear or port windows are damaged or missing after an Event has begun, the car may finish that Event if the Official declares it poses no safety hazard, all windows must be secured at a minimum of 6" intervals.

19.8. Visibility. Front screens can only be used on tracks over 3/4 mile and in complete dry conditions only, a replacement aluminium framework of the same shape and form of the black covered area of the standard screen with a centre support of a maximum width of 2 inches must be fitted. The replacement support screen must be made up of a minimum thickness of 3mm material of a one-piece structure and be riveted or bolted to the body with a minimum of 8 fixtures. The standard rear screen must be always fitted and 12 x 2-1/2 inches holes may be drilled in the rear screen; 5x bottom, 5x top, 1x left centre of screen and 1x right centre of screen to accommodate air flow of the removed front screen this will be at officials discretion if they think the holes are extreme.

19.9. Additional air dams, spoilers, or other aerodynamic devices not sold by ACC Racing Ltd are not permitted. External hood scoops or louvres will be permitted but only as sold via ACC Racing. An air scoop not exceeding 10 1/2 inches wide by 1 1/2 inches long, by 1 inch tall, may be added to the rectangular hole in the cowl at the base of the windshield with the opening facing to the front of the car as sold via ACC Racing only. A bonnet scoop may be purchased from ACC Racing Ltd only and fitted to the driver's side of the bonnet not exceeding the centre lines of the bonnet front or middle, to direct air to the exhaust section - top end of the engine only. Mustang Bodies may remove part of the bonnet bulge to accommodate air flow instead of scoop.

19.10. Belly Pans other than the original floor pan and an engine skid plate, are only allowed on shale tracks!

19.11. An adjustable flat trim strip may be added to the bottom of the front air dam only. This trim strip must be mounted around bottom perimeter of air dam with fasteners, no more than 6" apart. The trim strip may be adjusted to desired height. Tape is allowed around edges of hood during the Race. No hoods are to be raised during racing, and any gaps other than listed must be taped up.

19.12. The Manufacturer's original air intake opening can be enlarged to a maximum opening size of 6 inches tall and 19 1/2 inches wide. A maximum of two new air intakes, in addition to the Manufacturer's original air intake may be made in the front air dam. These additional openings may be made on either side of the original Manufacturer's screened intake in front centre of car. If two additional intakes are made; one must be placed on each side of Manufacturer's original air intake, and mounted flush with body. New openings cannot be more than 30 square inches per intake. One or more hole(s) is allowed per intake. No other holes or alterations are allowed to the body, other than those made by the Manufacturer, and those allowed in other sections of these Rules. Air can be directed to any part of the car except carburetors. Ducting or other devices may be added to cool driver. Air intake receptacles are also allowed in the port windows and/or the window vent post area only. All air intakes must be flush mounted.

19.13. Alloy Metal Trim strips of a maximum of 2mm thick can be fitted to any part of the front nose of the body around the fibreglass cut out holes only, and the side of the body for body clip security and exhaust exit hole. Anyone over engineering these will be classed as illegal and removed before racing. Rule of thumb, these should be a maximum of 25mm or 1" from the hole they are strengthening.

19.14. Aluminium plates riveted to the body may be used as temporary repair only.

19.15. The Manufacturer's rear spoiler must be used as supplied from ACC racing without any alterations. Spoiler angle must be between 30 and 55 degrees from vertical. No spacers or devices are allowed that changes the factory angle.

19.16. Hinges and pin kits required. Roof opening must be hinged in front only. Positive latches that can be opened from inside and outside body are required and must be used. Hood and trunk must be held shut with positive pin fasteners, one (1) on each side or fastened in a manner acceptable to Official(s).

19.17. Cars must be neat in appearance. The chassis must be painted, or powder coated. The body interior may be left unpainted. Anybody damaged must be neatly repaired and painted by the next event. You will be given 1 meetings grace to sort out damage.

19.18. All components shall be in top quality condition. Bodies cannot be altered from original manufacturer with exception of repairs. The repair must be as close to the original measurements, shape and silhouette as possible. Any reinforcement of the body must be acceptable to Official(s). This includes extra holes cut in body.

19.19. Fenders may not be cut or altered except for tyre clearance, subject to approval by Official(s). No fender flairs.

19.20. The minimum weight of the car shall not be less than 1500 lbs or 680.38kgs including driver, equipment, and remaining fuel. This weight rule is in effect for oval track and road racing events.

19.21. If the weight of the car is less than the minimum requirement at post race Tech Inspection, it will be sent to the back of the field for the remainder of the meeting, with penalties applied. This includes but is not limited to fuel. There will be no set tolerance for ground conditions. All cars will be weighed at the same spot on the same scales with only the driver, mechanic, and Tech Officials in attendance. A car of a known weight will be used to check the scale reading prior to weighing.

19.22. Weight clamps or lead weights are permitted. Lead blocks must be made clearly visible with bright paint. Car number must be painted on lead blocks. Must be firmly bolted into the car, no other materials may be used, including, but not limited to, pellets or beads. Mounting of all weight must be acceptable to the Officials. If a car loses any weights on the track, that car will be black flagged.

19.23. The aluminium interior panels must remain stock thickness as issued from the Manufacturer. Panels may be altered to improve air flow from behind the engine and for purposes of driver comfort and engine cooling. The modifications to the panels cannot provide an aerodynamic advantage, create a dangerous environment for the Driver, or take away from the original design intent of the Manufacturer. No openings are allowed in the panels which could allow fire, oil, etc. to enter the driver compartment and no oil coolers may be mounted in any interior panel.

19.24. Brake lights are required for Oval and road racing. The installation of brake lights is at the top of the roll bar, inside the rear window or in the rear body and must be always working.

19.25. Tow/lift straps are required to be fitted to all cars front and rear. They are required to be fitted to the main chassis/bumper within the Boot and Bonnet area for the purpose of recovery. You may cut a 1" by 3" slot in the front and rear bumper area to allow the strap to be pushed through when required. When racing, all straps must be within the body work area. A small decal must be placed on the car in the area on the tow point Stating "TOW" or "LIFT".

19.26. An aluminium racing seat is required. Plastic, fibreglass, or homemade aluminium seats are not allowed. Seat may be repositioned within the confines of the existing interior. The addition of head or leg supports can be fitted. Padding for headrest, roll bars, steering column, must be fitted where body to metal contact can be made. It is the driver's responsibility to determine where padding should be placed for his/her individual safety. All seats must be securely mounted in the vehicle with a minimum of 4 fixing points.

19.27. All cars must be equipped with an SFI rated window net on the Driver's side window. The minimum dimensions are 17" tall x 21" long. Ribbon or mesh type nets are allowed. The net must be in the "UP" position while car is on the track, covering $\frac{3}{4}$ of the window aperture and only dropped when a red flag is shown, to indicate that you are ok and will not be continuing to race and require assistance to get off track.

19.28. All window nets must be secured with metal bars and r clips only. No cable ties to hold up net. And must cover $\frac{3}{4}$ of the window aperture.

19.29. All cars must be equipped with two rear view mirrors securely fastened to the chassis but can extend beyond the exterior vertical plane of the door panel by a maximum of 2". These must give you maximum all round vision from the driver's position.

20: CHASSIS REQUIREMENTS

20.1. CHASSIS REQUIREMENTS: All cars participating in an Event sanctioned by ACC Racing Ltd must be a complete car manufactured by ACCR Ltd. with the original chassis seal serial number issued by ACC Racing Ltd. The serial number seal is located on the near side driver hoop bar. All chassis will have a serial number which will be recorded for case of identification and confirmation of originality and legality. If any of these seals are tampered with or altered, the car will be considered illegal, until the owner provides ACC Racing Ltd with a legitimate reason as to why the seal has been tampered with or removed, and must purchase replacement seals from ACC Racing Ltd. Modifications to the main frame, floor pan, roll cage, pickup points, or shock mounts will not be permitted unless a letter has been issued from ACC Racing Ltd authorising the upgrades, or unless specific changes are allowed elsewhere in the rules. Brackets, plates, or bars may be welded to the chassis for mounting weights, a second battery tray, or seat belt mounts. A skid plate may be installed to protect the oil pan.

20.2. It is legal to add a window vent post under the right-side halo. This support bar is not mandatory but allowed. If added, the part must be made of 1 1/2" .095" mild steel tubing. It must be welded into place in a position that is like the existing vent post on the Driver's side of the car. A damaged chassis may be repaired using genuine parts only by either a coded welder or an authorised ACCR repairer but must be inspected by a Tech Inspector/ACCR promoter before competing. If the chassis is damaged beyond repair, a bare chassis replacement must be purchased from ACCR promotions or repaired by the UK ACCR authorised repairer. Any home repairs must be inspected and approved by 2 Tech Inspectors assigned by the committee. The original serial number plate must be surrendered before a new chassis with serial number is issued.

20.3. A chassis relief cut out may be made where the prop goes over the rear chassis frame to a maximum dimension of 120mm long x 25mm depth. It must be fully seam welded with original thickness steel to stop ingress of dirt and fluid and for added strength. The relief cut is to prevent chassis to prop damage and rubbing only.

20.4. ORIGINAL PARTS. To compete in ACC Racing Ltd Sanctioned Events, all ACCR STOCKCARS must use the Manufacturer's chassis (welded portion), bumpers, sway bar assembly, body or body replacement panels, headers and collector silencer, rear spoiler, Yamaha FJ1200, XJR1200, or XJR1300 engine, controlled tyres and wheels, and any performance related part that complies with this rule book and any other factory required components covered in these rules. The term "must use the Manufacturer's" or ACCR STOCKCARS means that no aftermarket parts are allowed other than stipulated or agreed by ACCR Racing Ltd in writing.

20.5. The ACC Racing Ltd front and rear bumpers, of stock shape and thickness, are required on the car any time the car is being operated at an Event. Reinforcing these bumpers is not allowed, as serious chassis damage or driver injury may occur. The correct factory bumper for the body style on the car must be run, and all bumpers must be fully covered by the body.

20.6. Nuts Bolts washers these may be replaced but must stay with the sizes as originally fitted, grades may be increased but must not be reduced in anyway. NO Titanium or Aluminium Bolts to be used.

21: CONTROL ARMS

21.1. The upper control arms and the lower control arm and ball joints must remain the stock units as purchased from ACC Racing Ltd.

22: SWAY BARS

22.1. Only the ACC racing front sway bar assemblies, with no modifications can be used and must always remain connected. All parts including bars, mounting blocks, arms, etc. must remain as originally as sold by ACC Racing Ltd. Rear stabiliser bars are not allowed. There are 3 bars available for the new system from ACC Racing Ltd and they are all stamped "BG or ACC" and stamped with their minimum diameter of .600, .700, or .875. Any broken link bar or bolts brackets etc. on the sway bar will be classed as the car is illegal at Post Race Tech.

NO CHAIN LINK SWAY BAR LINKS ARE ALLOWED!

23: SHOCKS & SPRINGS

23.1. Only small bodied, coil-over shock units are allowed. Different brands of coil springs may be used, but only small bodied, 10-inch-long, 1 7/8 inch inside diameter springs are allowed. The original shock absorbers may be replaced with approved brands as only supplied by ACC Racing Ltd, with a choice of Avco or Pro Tech type. Pro tech shocks are built for ACC Racing Ltd only. They are not a standard over the counter shock; they are adjustable single valve shocks with valves as agreed with the manufacturers. All shocks will now be security sealed. Air filler valves, and shafts that can be rotated while on the car, are considered illegal. Spring rubbers or spacers for the attaching of the shocks of any material are allowed. The locking of platforms to stop unwinding i.e., tape, jubilee clips or roller washers will be allowed. Only one shock absorber to be fitted per corner. Spring rubbers are allowed.

All Shocks will have a buy back clause i.e., a driver may purchase your shocks for the price of a new shock from ACC racing this may only take effect after a weekend or any two-four day meeting, you will then have new shocks from ACCR given to you to fit, your old units will go to the purchasing driver or may be sent away for inspection to ensure legality,

23.2. Helper springs may be used to assist with the holding of the main spring in place when shocks are at max length only.

24: WEIGHT TRANSFER DEVICES

24.1. Devices designed to transfer weight of the car or change handling characteristics while racing is illegal, except for front sway bar. This includes, but not limited to, electrical, air, mechanical, or hydraulic devices other than shock absorbers and coil-over springs. The only device allowed in the driver's compartment for changing handling characteristics is the remote brake bias adjustment.

25: ENGINE REBUILDS

25.1. Engines may be built and refreshed by any person. It is recommended that one of the nominated ACCR UK engine builders is used for this task. All engines will be sealed and will be subject to inspection by Tech Officer or a nominated engine builder. A report on any engine may be requested by the promoter at any time, and any suspect illegal parts will be retained for further inspection. This sealing will take place at the first meeting of each season. You will be required to have a 3mm hole drilled in the front clutch side Head fin and block fin in alignment. If for any reason the seal needs to be broken, you must contact the Promoter before doing so who may attend to ensure legality of the said engine **even out of season**. If any seal is broken without prior permission of the above, then disciplinary action may be taken, and it will be deemed that the engine was illegal with a ban Fine or points deduction enforced.

If a new or replacement engine is fitted at any time **even out of season**, then this must be declared immediately for the old unit to be Tech inspection and a period of one meetings grace will be given for the new engine to have the seals fitted. The old unit will be requested to be presented to one of the engine builders or Tech inspector for inspection. It will be presumed the old unit requires a rebuild Any costs of the strip and rebuild will be completely down to the driver/owner of the engine, as it will be deemed that the engine was worn out. If the engine is not required for rebuild by the owner, then the engine may be stripped by the ACCR promoter or Official for checking as per the rule book at no cost to either party and no responsibility will be held by ACCR promotions or any representative for the rebuild of the engine. Any engine that is carried as a spare/back up unit is also subject to sealing and must be nominated as a spare unit this also will be subject to any protest procedure.

Engine seal numbers must now be placed in front of your logbook at the start of the race season.

Nominated Engine builder 2024 – John Treherne It is suggested that if you use one of his engines you leave his seal fitted and drill an extra hole for the ACC seal.

Any Car purchased from the USA and imported by the promoter will have the engine sealed prior to sale. The promoter is in no way responsible for any illegal parts fitted within the engine, nor is the purchaser until the engine has been stripped and rebuilt by the owner for the first time. However, the engine will be subject to the above procedure prior to the first rebuild and thereafter.

Seals are fitted free of charge on new imported cars only.

26: GENERAL ENGINE REQUIREMENTS

26.1. The only approved engines that can be used in ACCR Stockcars are the Yamaha FJ1200, XJR1200 or XJR1300 with or without the replacement water cooled cylinders. There are a few changes allowed to a stock engine, which will make maintenance easier and provide longevity to your engine. No changes are allowed unless specified in the following rules.

26.2. Engine specifications for the FJ1200, XJR1200, or XJR1300 engines are as follows: Stock Yamaha, Ross, JE or Wiseco pistons are the only brands allowed. Machine cutting of the dome to achieve correct compression is the only allowed change to the Wiseco, JE or Ross piston. Gas porting of the pistons is allowed. Any brand of rings may be used. Only stock Yamaha rods with no modifications can be used. The stock Yamaha rods for a 1200 or 1300 may be used for either engine application. Aftermarket rod bolts may be used. Cylinders can be decked. Changing crank stroke is not allowed. Dry film lubricants or powder coat finishes cannot be applied to internal engine parts. Lightening of the crankshaft is prohibited. Damaged journals may be repaired and reground but lightening of crank throws is not allowed. A 1200 engine may be converted to a 1300 (1259 cc max.) engine by the following methods.

A. Changing cylinders. -or-

B. Changing sleeves to accommodate the maximum piston size of 79.2mm or 3.11811" bore.

XJR1300: The Yamaha XJR1300 engine cannot exceed 1259 cc. Cylinder bore cannot exceed 79.2 mm or 3.11811".

Engine Section for 2024

See engine section max cc 1259 pistons max 79.2mm the 0008thou oversize piston may be used to achieve this new cc limit This is to allow the 1250 motors now to be re used with up to 2 re bores.

The cranking compression of any of the four cylinders cannot exceed 170 P.S.I., hot or cold as average over the 4 cylinders, after not more than 10 cranking revolutions including but not limited to, carbon build-up. A minimum of 296.97cc per cylinder must be maintained. Procedure for calculation of ccs per cylinder are as follows: BORE (mm) X BORE (mm) X STROKE (mm) X .0031416 = Engine Displacement in CCs

26.3. No modifications are allowed to the heads, except for the following: Heads may be decked, but additional base gaskets may be needed to obtain correct compression. A 5-angle valve job is allowed. Valve seats and guides may be replaced as needed. Shortening of valve guides is prohibited. Cylinder port modifications are prohibited, including, but not limited to, porting and polishing. Combustion chambers may be matched, and cc balanced in accordance with specifications in section.

26.4. A relief cut may be added to the combustion chamber, which must not exceed bore size. This will allow for a damaged combustion chamber to be repaired.

26.5 Stock Yamaha valves meeting stock Yamaha shape and size must be used. Heavier valve springs are allowed, but original Yamaha valve spring retainers and clips must be used. Valve spring shimming is allowed. Titanium parts are prohibited. Valves must meet the following specifications:

HEAD DIAMETER:

Intake 1.138" MIN./1.146" MAX.

Exhaust 0.980" MIN./0.988" MAX.

STEM OUTSIDE DIAMETER:

Intake 0.2156" MIN./0.2161" MAX.

Exhaust 0.2150" MIN./0.2155" MAX.

26.5. Stock Yamaha camshafts or steel billet camshafts meeting stock Yamaha specifications may be used. The cams cannot be altered from stock specifications, including but not limited to, alterations to cam profile, lift, or duration.

CAMSHAFT SPECIFICATIONS:

1. LOBE HEIGHT:

Intake: 1.411" MIN. / 1.419" MAX.

Exhaust: 1.411" MIN. / 1.419" MAX.

2. LOBE WIDTH:

Intake: 1.106" MIN. / 1.116" MAX.

Exhaust: 1.106" MIN. / 1.116" MAX.

3. INTAKE CAM PROFILE:

MAX. LIFT 315 +/- .002"

MAX. DURATION 233 +/- 1 DEGREE

4. EXHAUST CAM PROFILE:

MAX. LIFT 313 +/- .002"

MAX. DURATION 232 +/- 1 DEGREE

Camshaft sprockets may be slotted for degreasing of camshafts, or aftermarket cam gears may be used. Plastic cam chain tensioner may be replaced with metal. The head may be drilled for the addition of cam oiling kits.

A washer may be used on the relief valve to increase oil pressure only and sump baffle plates may be fitted to reduce oil surge.

26.6. All cars must use the current ACCR approved headers and collectors as issued from ACC Racing Ltd. No aftermarket parts are allowed. No modifications are allowed, other than the following: Mounting tabs may be installed to secure collector to header tubes. Necessary changes for installation of monitoring equipment sensors as listed in section 34.1 are allowed. Headers may be wrapped or ceramic coated. New stainless system is legal for use all systems must exit the body on the offside through the fiberglass panel.

26.7. All cars must have silencers installed which reduce noise as issued by the ACC Racing Ltd only.

Silencers must be used to comply with local noise level guidelines. An opening must be cut in the right side of the body for an exhaust exit. The opening cannot exceed 3" tall and 8" long for a rectangular opening or 4" in diameter for a round opening.

27: CLUTCH

27.1. An aftermarket clutch or pressure plate may be used. An additional pressure plate may be used. Kevlar clutch plates are allowed. Clutch must be operational when entering an Event.

28: OIL COOLERS & DUCTING

28.1. Different styles or brands of oil coolers may be used. The oil coolers and their ducts may be relocated or modified but must be confined to the engine compartment or the tunnel area on right side of the car. Remote oil filters may be used. Fans may be added for additional engine cooling. A deep well oil pan and pickup extension may be used with sump baffle plate. All cars must be equipped with vented oil catch bottle, which is connected to the breather tube of the surge tank.

28.2. All breather lines must run above the engine to the back of the car into a tank – or to the front left-hand corner of the main chassis where it meets the bumper. An oil can with the top cut off is unacceptable for the rear of the car. An oil can may be used at the front of the car only.

28.3. No dry sump oil systems allowed.

29: ENGINE ELECTRONICS

29.1. Each car may use the stock Yamaha or Dyna coils and any aftermarket plug wires. A factory stock Yamaha Igniter, Dyna 2000, with adjustable rev limiter is allowed. Relocation of igniters is permitted. Backup igniters are allowed. Aftermarket pickup coils and pointer coils are allowed. Modifications to the igniters are prohibited.

30: DATA COLLECTION

30.1. On-board computers or their wiring harnesses are not allowed in the car, other than the following: Engine data collection devices, including but not limited to; tachometers and RPM recording devices, oil gauges, head temperature gauge, exhaust gas temperature gauge, and air/fuel ratio gauge battery meter. Timing devices are allowed.

31: ALTERNATOR

31.1. Alternator must be fully operational and always transferring current to battery. Switches or other devices intended to disrupt or reduce the flow of electricity to the battery are illegal. If alternator is not fully operational at post-race tech inspection, regardless of illegal devices, damage, dysfunction, or disrepair, the car will be Put as the last placed car.

32: STARTER

32.1. The starter must be fully operational at the time a Driver enters an Event. If the starter is damaged during an Event, the car may continue, but must be repaired before the next Event.

33: BATTERY

33.1. The battery or batteries must be located outside the Driver's compartment and mounted as required in this section. It may be moved from the left to the right side of the car in the area behind the driver or placed in the tunnel area in the right side of the car. If the battery is in the tunnel, it must be mounted behind the point of contact with nerve bar and main chassis rail. One battery must be installed in the car and fully connected to the electrical system while racing. A maximum of two batteries are allowed in the car. Gel cell batteries are allowed. Remote quick-charge terminals are allowed. Only 12-volt batteries are allowed; 16-volt batteries are prohibited.

34: CARBURETTORS

34.1. Only stock Mikuni carburetors, as issued on the standard engines, are allowed. It is illegal to bore carburetors or modify any internal part in any manner. No polishing or grinding is allowed. No ducting or baffling can be installed to improve air intake to carburetors. Allowed modifications are Jetting kits with any jets, except jetting systems that can be manually adjusted without removing jets. Float bowls may be changed to accept a jet change bowl nut. The intake manifold cannot be modified in any manner.

34.2 Air filters with immediate effect

Only K&N or Similar style of filters May be used.

Or Foam filters as supplied by ACC Racing Ltd will be legal for use.

Foam filters **must not** be oiled with any sprays or lubricants.

35: FUEL CELL

35.1. Only a fuel cell designed for racing may be used. A fuel cell that does not have a bladder must contain foam. The fuel cell must have a rollover valve with a drain hose. The fuel cell may be moved from left to right, within the rear stubs. Fuel cell capacity must be 17lts.

35.2 Fuel cells – all fuels cells must be secured in the original framework with nuts and bolts as per ACC specifications,

All bolts securing the fuel cell must not protrude through the nut more than 3mms,
Only Original fuel cell straps to be used.
Fuel and breather lines must be secured within the fuel cell area and be of fuel grade material.
The Rear fire wall must remain intact with only the seat belt holes allowed.

36: FUELS

36.1. Unleaded gasoline available at service stations only. No racing fuel, aviation fuel or additives of any type are allowed. The Officials reserve the right to use a pump around system. Any competitor who does not allow fuel to be pumped will be disqualified. Fuel may be tested by Officials using a Digatron fuel testing meter. Fuel temp may also be measured. No frozen fuel is allowed. The average will be taken over several cars. Anyone with 5 degrees Celsius below the average will be classed as illegal and all points removed for that day.

36.2. The ACC Racing Ltd recommends that racers purchase fuel for each event at a local service station near that event to minimise the chance of having fuel that does not match samples taken by ACC Racing Ltd for reference.

36.3. Oxygenated fuel is illegal and not to be used at any time.

36.4. Oil is to be used to lubricate the engine only – not for combustion. Any brand of oil is allowed, provided it does not contain any prohibited additives. Prohibited additives designed to increase power includes, but is not limited to, nitro methane, polypropylene oxide, etc. These can be dangerous and will bring a stiff penalty and/or suspension from the series. The only allowed additives are those designed to reduce friction such as Prolong or Militia.

36.5. Devices intended to cool the fuel are not allowed. Wrapping or insulating the fuel cell is not allowed, but a protective covering may be placed around the fuel line.

37: DRIVE TRAIN

37.1. Driveshafts must be painted brightly. Steel drive shafts and universals that meet the original manufacturer's specs are required. Driveshaft safety hoop must remain in place.

38: REAR ENDS

38.1. Only a Winter's Mini-Stock Quick-Change rear end can be used. Any ring and pinion ratio offered by Winter's Mfg. may be used. Any spur gear set as listed on the Gear Charts or parts list may be used. Limited Slips, Detroit Lockers, or aftermarket differentials are prohibited. All rear end components must meet the specifications of the ACCR original equipment. Pan hard bar, axle bracket, top link, and trailing arms must remain in stock form, in stock location, other than normal adjustments for chassis set-up. Aluminium tubes may be adjusted to any of the mounting holes provided by the Manufacturer and may be replaced with longer or shorter aluminium tubes to achieve proper set-up.

39: BRAKES

39.1. The car must have four-disc brakes that are always operational. Brake lines cannot be plugged or disabled. Rotors and callipers must remain stock as issued from ACC Racing Including the new Wilwood type Rotors as stock issued include drilled and grooved type. Any type of brake pad may be used. Ducting may be installed to cool brakes.

39.2. Brake lines - Steel braided replacement kits are now available for all cars to replace the copper sections. All brakes must be working and free from leaks.

40: WHEEL SPECIFICATIONS

BRAND: Bassett Racing Wheel or Aero Race Wheel (purchased through ACC Racing Ltd Only).

SIZE: 13" X 7"

MATERIAL: Steel only.

DESIGN: D whole or new spun style approved.

PATTERN: 4 Bolt.

BACKSET: 3" OR 3 ½ for AERO, 3" OR 3 ½" for Bassett only no other off set may be used.

SPACERS: Wheel spacers are allowed to achieve proper track width. Maximum track width.

COLOUR: Wheels come from the factory powder coated black, but wheels may be repainted any colour. Relief valves or bleeder valves are allowed. Tech inspectors may disqualify any damaged wheel that could create a safety hazard.

41: TYRE RULING

41.1. BRAND: Controlled Only Hoosier BG2006 (ACCR) Slick and the Wet Hoosier D/s marking to be confirmed.

41.2. SIZE: 21x7x13 slick and 22x7x13 wet

Shore parameters for ACCR tyres UK use will be set at: For Slicks, minimum hot reading 56 & 71 for cold reading. For wets, minimum hot reading 54 & 67 for the cold reading, taken as an average over 6 points of measurement. Any tyre inside these readings will be legal for use. Any tyre outside of these readings will be classed as illegal and confiscated for testing of substance use if they are under minimum.

Bar codes should not be removed. Care must be taken when cleaning tyres. Any tyres found with bar codes rubbed out on both sides will be classed as illegal, even if it blackened by tyre rub, it must remain as is and pointed out to the Officials for scanning and recorded in your logbook before use and the tyre must be fitted on the car.

41.3. Tyre Numbers controlled. Only tyres purchased through the promoter may be used including WET tyres. Softening agents and other substances are not allowed to be used on tyres at any time. A durometer will be used to check the manufactures tolerances as set out above.

41.4. A minimum of two slicks and two wets may be run on any car at any time within the meeting.

Drivers may change tyres at any time while in the pit area only, not in the holding lane area or after you have been called to line up. A minimum of two slicks and two wets may be run on any axle of your choosing at any time within the meeting. You can mix slicks with wets for weather conditions, but anyone found running 4 slicks on a completely wet track will be moved to the rear of the field and may be black flagged if found to be a danger to fellow competitors.

41.5. Only compressed natural air may be used to inflate tyres. This may be checked by requesting a deflation of any number of tyres on a chosen car, and then reflat via the supplied Official's compressor. Anyone refusing to carry out such task will be deemed illegal and disqualified from results. No other type of gas may be used to inflate tyres.

No other tyres may be used in any event other than the controlled type as listed. All tyres will be purchased through the ACC Racing Ltd and for you to prove that you have met this requirement, control measures as follows:

All competitors will only be allowed to use the Hoosier BG2006 – ACCR slick tyre or the Hoosier D/S wet tyre.

Only tyres purchased through ACC Racing Ltd may be used. All other tyres will be deemed illegal, and you will not be able to compete in any ACCR sanctioned or organised event.

41.6. New Tyre control – Each driver will be allocated 5 slicks and 5 wets at the start of each race season unless you carry new tyres over from the previous season, then this will be reduced by the number of new tyres carried over.

The initial allocation can be taken at any time and 1 wet tyre, or 1 slick tyre maybe exchanged from your slick allocation or wet allocation i.e. 6 slicks 4 wets or 4 slicks 6 wets at any time so a maximum of 10 tyres per season, this rule is subject to consultation if it is found we have an extreme weather year which could affect safety.

A copy of your signed off tyres in your ACC Logbook will be requested at the end of each season this must be either produced or sent via photo within 7 days from the last race date.

Tyres, if unused, will be carried over to the following season / year. If you must carry them over, they will be deducted from your next year's allocation if they are not logged in your logbook and signed off by an Official as run for that year.

New Tyre serial numbers for a meeting must be recorded in the driver's handbook prior to you using them by the driver. Failing to do so, could result in Tech infringement and disqualification of that race. These may be checked at Tech during and after the meeting. If you change a tyre to a brand new one due to damage or puncture, it must also be recorded in your logbook and signed off as used before entering the track.

41.7. Any driver who enters the track on the complete wrong tyres for the current weather conditions will be placed to the rear of the grid on the form up lap for safety. Any driver that is then seen to be a danger or creating a risk of accident or incidents, or who interferes with the race pace due to wrong tyre choice may be black flagged. This is at the discretion of the Clark of the course.

41.8. All drivers must have a set of wets available per car at each meeting, new or used, for the use if the conditions warrant i.e., rain or drizzle or any wet conditions.

41.9. Rain Policy – All cars are permitted to use the controlled wet tyres (Hoosier Dirt Stocker as supplied by Promoter).

41.9a

Used Tyres - Tyres are not transferable between drivers during the racing season after the season the tyres are purchased what you do with the tyres is totally down to you, the only exception to this rule is day licence hire cars may use used tyres on their vehicles from other vehicles for this season, but it must be recorded in the hire car logbook from where they have come from with serial numbers. i.e., 1776453 former #22.

In Highly exceptional circumstances the promoter with consultation of the driver reps may overrule the above i.e. a driver gets 3 punctures in a double head weekend, and it would end his racing but only used borrowed tyres would be allowed in this circumstance.

42: WHEELBASE, TRACK, & WEIGHT LIMITS

42.1. Wheelbase, on either side of the car, must be within **76" to 76 ½"**. (1930.4mm to 1943.1mm)

42.2. Front and rear track may not exceed **55 ¼"** (1403.35mm) measured from outside edge to outside edge of tyres including cambers.

42.3. Maximum track offset measured from frame to wheels may not exceed **½"** (12.7mm) front or rear.

42.4. Minimum car weight including driver after a race **1500lbs or 680.38kgs**.

43: Series Decals diagram

43.1 See section 18 for full dimensions and further details.

Tow - stickers x 1 front 1 x rear.

Isolator sticker next to battery cut off.

Spoiler - ACCR web address www.accracing.com must be located on rear valance / Spoiler or under numbers either side of car.

Your number should be on front left and rear right of car minimum 4".

Main decals as per photo

Head lights taillights as per photo

Full driver name above side widows

Surname on front visa

Cars make i.e., ford Taurus on front of car

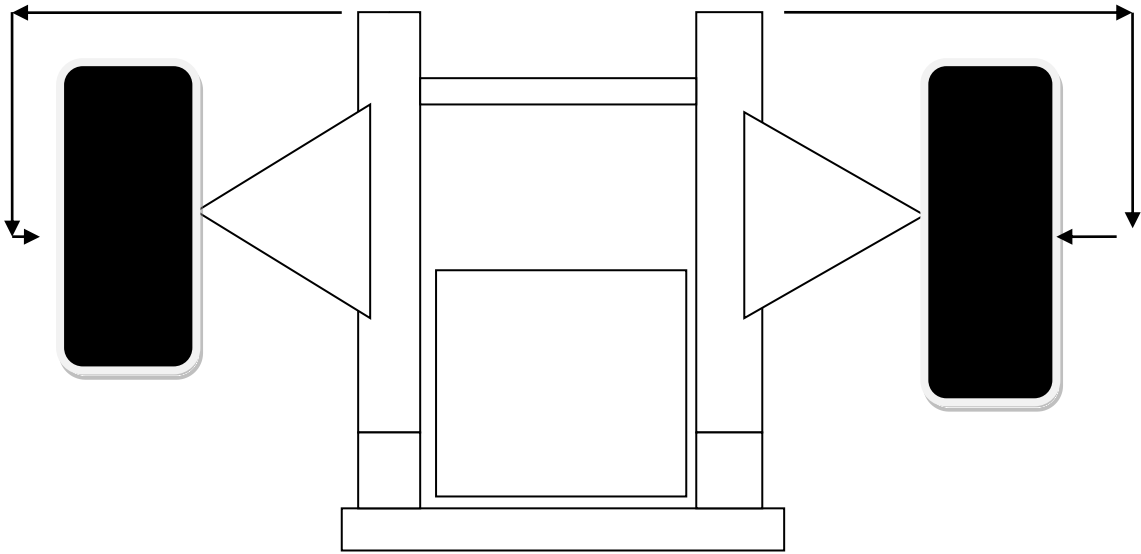
Hoosier tire sponsor over wheel arches

See picture as below with regards to general positions

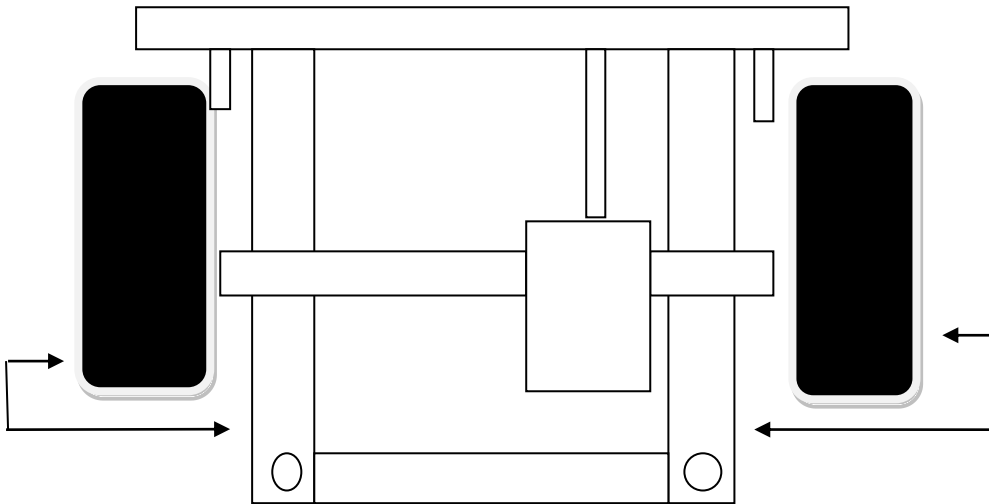


Measurement points for Tech

Front offset not to exceed ½" or 12.7mm measured from frame to inner centre wheel as below. Top view looking down.



Rear End - top view looking down. Offset not to exceed ½" or 12.7 mm measured from outer chassis rails on both sides of car to inner lip of wheel as below.



Wheelbase to be measured from either front of rim to back of rim in either direction not to exceed 76.5" or be below 76" (1943.1mm or 1930.4mm)



Front and rear track will include tyre and camber and castor and will be measured as shown not to exceed 55 1/4" (1403.3mm) overall width.

No unauthorised changes to chassis or bodies may be made and genuine replacement parts used.

Please take note of the above as from now penalties will apply for anyone outside of the rules and regulations.

44. DRIVER NOTES & CHANGES 2024

See yellow highlighted sections In above rules plus below

ACC DRIVER LOGBOOKS We will require a Photo of the tyre login page sent to ACC HQ at the end of each season within 7 days from the last meeting.

41.6. New Tyre control – Each driver will be allocated 5 slicks and 5 wets at the start of each race season unless you carry new tyres over from the previous season, then this will be reduced by the number of new tyres carried over. A copy of your signed off tyres in your ACC Logbook will be requested at the end of each season. The initial allocation can be taken at any time and 1 wet tyre, or 1 slick tyre maybe exchanged from your slick allocation or wet allocation i.e. 6 slicks 4 wets or 4 slicks 6 wets.

2024 will have only 1 dropped round from the championship.

All accidents and incidents are managed by the Track chief marshal or Clark of the course with advise from our Clark of the meeting / race director This is of the track we are racing at, No Appeals unless you go to the ORCI appeals system!

ORCI Update to rules 12th February 2023

1 No Mobile devices including Smart watches and Mobile Phones to be carried in the racecar at any time.

2 No Blue flags will now be given to back marker traffic.

3 On track presentations will now resume under controlled conditions.

4 Technical – anyone wanting to break a seal at any point now must request this in writing - messages messenger email whatapp etc as proof of request it's recommended you do this to a minimum of two officials from the top 5 of the below list of names, You must not break the seal until you have the go ahead in writing!

Our ORCI Trained officials 2024

Chief Steward of Series & Promoter Steve Stanford. Tel 07540934998
Assistant Chief Steward of series [Nick Lynn](#)
Race director - [Mark Webb](#)
Tech Director Dicky [Richard Walker](#) Tel 07507965518
Assistant race director & Tech - [Carl Hamp](#)
Pits control & Track Admin - [Helen Allen](#)
General Admin & Series director and our DBS (CRB) [Juli Panther Stanford](#) Tel
07970183807
Driver Rep Senior - [Paul Allen](#) Tel
Driver Rep Junior - Adam Slater

Appendix 1

With immediate effect

35.2 Fuel cells – all fuel cells must be secured in the original framework with nuts and bolts as per ACC specifications,

All bolts securing the fuel cell must not protrude through the nut more than 3mm,

Only Original fuel cell straps to be used.

Fuel and breather lines must be secured within the fuel cell area and be of fuel grade material.

The Rear fire wall must remain intact with only the seat belt holes allowed.

34.2 Air filters with immediate effect

Only K&N or Similar style of filters May be used.

Or Foam filters as supplied by ACC Racing Ltd will be legal for use.

Foam filters **must not** be oiled with any sprays or lubricants.