



# HERITAGE F2 STOCK CARS

# RULES AND REGULATIONS

2019

HERITAGE F2  
STOCK CARS

# Heritage F2 General Rules & Regulations:

## **ASSOCIATION OVERVIEW: AIMS AND OBJECTIVES**

Heritage stock car racing is organised by and on behalf of oval racing enthusiasts whose aim is to demonstrate to twenty first century fans what racing has been like since its inception in the UK in 1954.

Heritage encourages the preservation, restoration and replication of stock cars, both for display and for racing.

Heritage racing is split into Formula One, which was introduced in 1954 and Formula Two, which was created in 1960 in response to the increasing cost of the 'big league' which in a short space of time grew from racing for large pre-war saloon cars, to events in which only purpose built cars could win.

Heritage racing for 'Formula One' cars can feature machines that accurately reflect any era since the 50's with a grid order aimed at giving advantage to older, slower cars.

Racing for 'Formula Two' cars are restricted to the era 1960 to 1972. The sport was first demonstrated in late 1960 and the same basic regulation applied until 1972. The major change that applied after 1965 was that original bodies of the 1200c.c. cars could be replaced with a smaller alternative or shortened, narrowed and lowered to improve performance. The grid order for F2 heritage racing features 1960 cars at the front, mid-sixties cars in the middle and late sixties, early seventies cars at the rear but may be varied based upon the results attained throughout the season.

The aim of a Heritage event is to offer a historical perspective to the sport, allowing present day fans a glimpse into the past. The sport is first and foremost, about presenting the past in a way that is both entertaining for the race fans and fulfilling for its competitors.

# **Introduction**

It is important that the following detail is carefully read and fully understood.

As discussed and agreed at the 2018 AGM and minuted accordingly, the contents of this document, “The 2019 Rules and regulations” have been updated to include all actioned agreements from historical AGM’s.

The effected rules appear throughout this document, “The 2019 Rules and regulations” and are detailed in Section 9 and are with **immediate effect.**

The exceptions to this, are the following rules that will apply as of the 1st January 2020 for all Heritage F2 Stock Cars.

- 7.1. Construction originality. Car paint schemes.
- 7.1.1.1. No more specials to be built.
- 7.7.1. Seat position.
- 7.11.2. Carburettor types.
- 7.11.4. Engine and gearbox position.

## **Index**

**Section 1: *Control of the Sport***

**Section 2: *Organisation.***

**Section 3: *The Driver.***

**Section 4: *The Race.***

**Section 5: *Race Officials.***

**Section 6: *Discipline & Conduct.***

**Section 7: *Car Construction:***

**Section 8: *Recommendations.***

**Section 9: *AGM Amendments bibliography.***



## **1.CONTROL OF THE SPORT.**

- 1.1 Heritage is an association with the aim of encouraging the restoration, preservation and replication of Formula One and Formula Two stock cars (hereafter “F1” and “F2” respectively) covering the period 1954 to the present day, although for practical purposes only cars twenty or more years old would be considered ‘Heritage’ material.
- 1.2 Heritage is also responsible for the encouragement of competition events at approved venues, in association with active Formula One or Formula Two promoters.
- 1.3 Heritage is the licensing authority for drivers taking part in Heritage events and it is a condition of racing that a driver is in possession of a valid license – Day Licences are available upon request.
- 1.4 Heritage is a non-profit making association. The trustees will determine the scope, aims and objectives of the association. There will at all times be a minimum of three trustees and these will be nominated and approved by license holders. At the time of compiling these regulations the trustees are Michael Whitney, Brian Smith and Keith Barber.

## **2. ORGANISATION.**

- 2.1. Heritage trustees will approve the appointment of a general driver panel (Committee), to arrange with Promoters regular events featuring Heritage stock cars as part of stock car meetings. As a general guideline, three races will be requested, or where both F1 and F2 are included, not less than two events per formula.
- 2.2 Any remuneration forthcoming from a promoter will go into a fund administered by the Trustees. That fund will be available for distribution in ways considered valid by the Trustees within the framework of the best interests of Heritage stock car racing, its competitors and its race officials.

- 2.3 It is the duty of Heritage drivers to acquaint themselves with regard to rules and regulations pertaining to personal fitness, race control and car construction prior to taking part and must be aware of circuit layout and the positioning of race officials prior to engaging in a competition event.
- 2.4 In the interest of safety, cars representing F1 or F2 Heritage will not be permitted to race together in any one event unless special circumstances apply.
- 2.5 A minimum of the driver and one assistant will be requested for free admission with a Heritage stock car in an agreement with a Promoter, although this cannot be guaranteed.

### **3. THE DRIVER.**

- 3.1 CRASH HELMETS used by Heritage competitors must comply with British Standard BS6658A or BS658AFR, or SA2005, SFI 31.1A or SFI 3 I .2A or E22.O5 and be marked accordingly and show no signs of damage. All helmets must be either fibreglass or tri-composite. Note that 6658A and 6678AFR and also Snell SA2000 become obsolete at the end of 2009.
- 3.2 GOGGLES/VISORS where worn must be shatterproof. Fire retardant gloves and balaclava must be worn during racing.
- 3.3 RACE OVERALLS must be worn at all times on track and must be of fire retardant material. The wearing of fire retardant underwear, gloves and balaclava is highly recommended at events not operated under ORCi rules. Minimum acceptable overall material is Proban, Nomex or equivalent.
- 3.4 DRIVERS are required to arrive not less than one hour prior to the advertised start time of the race meeting, with a car that complies in every respect with the racing regulations.
- 3.5 SAFETY HARNESS must comprise of not less than two lap straps and two shoulder straps, featuring a quick release buckle and be close fitting to the driver. More detailed information will be found under car construction. When the car features a reclining seating position a five strap harness must be fitted.
- 3.6 PERSONAL FITNESS. A driver of over sixty five years of age may be required to provide a medical certificate confirming his or her fitness to compete. Any driver suffering concussion will not be permitted to take further part in racing events for a period advised by a qualified medical practitioner.

#### **4. THE RACE.**

- 4.1 DIRECTION. Race direction for all Heritage events will be anti-clockwise.
- 4.2 HANDICAP. Unless otherwise previously advised, all Heritage races will grid up in four groups, spread equally around the track, which are determined by average points, ability and car performance. Grids are prepared by the committee and announced on the day. Each driver who wins a race moves...

##### **4.2.1 To the back of the next group.**

for subsequent races, and if a group 4 driver, he will move back  $\frac{1}{4}$  lap.

- 4.3 RACE STARTS. In normal circumstances, all races will commence with a slow rolling lap prior to the green flag being shown anywhere between turns three and four. Drivers jumping the start will not cause the race to re start, but will be penalized post-race.
- 4.4 RACE CONTROL. A race is deemed underway with the showing of the green flag. A race is deemed terminated only when the red flag is shown. A race may be suspended at any time with the showing of waved yellow flags, which may be in conjunction with flashing amber lights. A static yellow flag on a part of the circuit advises caution as a driver may be in need of assistance. A black flag shown to a competitor is a request to retire from the race in the interests of safety. The chequered flag confirms that the race winner has completed the distance, but he is then required to complete one slowing down lap while other competitors complete the race distance.

- 4.5 CHAMPIONSHIP EVENTS. Championship or title events will usually be the first race of the meeting unless otherwise agreed, with the usual predetermined grid. The Gold Cup

##### **4.5.1. Gold cup car count to be limited to 30 cars and of a closed grid format.**

series will consist of two semi-finals, at two different surfaced tracks. Points gained will be counted towards the grid position in the Final, highest scorers to the front of the grid. Attendance points will be given at the Semi Finals, and any driver not qualifying may start the Gold Cup Final  $\frac{1}{4}$  lap behind the field. The Gold Cup winner will take last place on the grid for the season, with the exception of the following Gold Cup Final, for which he may qualify in the usual way.

**4.6 POINTS SCORING SYSTEM.** Points are calculated, with a basic 1-10 scoring system. From positions 1-10, the points are assigned in order of 10-1 (i.e, 1st – 10 points, 2nd – 9 points). In a standard race meeting of 3 races, a maximum of 30 points can be scored per meeting. If the format were to change, ie a 2/3rds format, the point scoring system would remain in place, as each driver will still get 3 races.

Gold Cup Qualifying points are scored in the same system and are accumulated per meeting. Each meeting that a driver attends, they will receive 1 qualifying point, 2 available overall. The Gold Cup grid is determined by the highest points scorer across the two Semi Final meetings, with the top 30 drivers qualifying for the Gold Cup. If there is a tie on points scored, the order in which the positions are determined goes as follows: Attendance of Semi Finals, Highest Individual Score at either Semi Final, Highest Place scored at a Semi Final, National Points, Average National Points.

Overseas Meetings, those not on the mainland. (i.e Isle of Man and Northern Ireland) are non-point scoring meetings, as not all have the opportunity or resources to attend overseas meetings. (ie travel costs and accommodation costs etc).

#### **4.6. Points scoring system added.**

### **5. RACE OFFICIALS.**

- 5.1 THE STEWARD is in overall control for the racing events from start to completion, and in normal circumstances never leaves his/her position in RACE CONTROL. The Steward ensures that all other race officials required to satisfactorily conduct a race meeting are in place, carry out their roles correctly and has final say when a race starts, may be suspended, and is stopped.
- 5.2 THE CLERK OF THE COURSE usually operates from within the infield, and from his vantage point advises the steward when a race incident requires a race suspension or stoppage.
- 5.3 THE STARTER is usually positioned close to race control, and operates outside and over what is deemed to be the start finish line of the track. Only the Starter has a complete compliment of flags, which comprise green, yellow, black, red, chequered and the Union Jack. The 'Union Jack' is used to mark the halfway point of a race. The starter also has boards to denote the closing laps of a race bearing numbers, which usually denote 3, 2 and 1 lap to go.

- 5.4 FLAG MARSHALLS usually operate outside the safety fence but may sometimes be positioned at safe points on the infield. They operate on instruction from the Starter and Steward and have yellow flags to indicate a local incident requiring caution, or if waved, a race suspension.
- 5.5 THE COMMENTATOR provides a running commentary on events from RACE CONTROL and offers general information to spectators on the progress of a race, but is not concerned with race control.
- 5.6 THE LAP SCORER records race positions lap by lap and provides the finish order of a race.
- 5.7 THE SCRUTINEER inspects cars on arrival at a race track to confirm their suitability for competition in conjunction with the regulations that the cars are required to comply with.
- 5.8 THE PIT MARSHALL(S) direct cars to the designated parking points on arrival, and then call competing cars into line prior to the commencement of a race.

## **6. DISCIPLINE.**

- 6.1 A driver deemed in default of racing regulations, either in respect of car construction, or general conduct while attending a race meeting, or indulging in internet abuse of another driver or the organisers may be suspended from racing. A report filed by race officials to the Heritage secretary regarding a Heritage licensed driver may lead to a disciplinary hearing conducted by the Heritage trustees, or their appointed agents. If found guilty, the accused may be fined or suspended from racing. The accused may, by depositing a £50 Bond, appeal against the charge in front of an independent panel at the ORCi. If subsequently cleared on appeal, that Bond is refundable.

## **7. CAR CONSTRUCTION — FORMULA TWO**

- 7.1 Cars permitted for racing are Ford Model Y built between 1932 and 1937. Ford Model CX built in the late thirties. Ford E93A and similar carrying Anglia, Prefect and Popular badges between 1938 and 1948 and Ford's of the same chassis construction featuring transverse leaf spring suspension built as late as 1959 usually carrying the Popular name badge. Non Ford's permitted include all Morris 8 and 10 cars built up to 1948, and any other cars by special permission with engines of less than 1200cc original displacement built before 1948. The all-up weight of the car ready to race, but excluding the driver, must not be less than 550kg. Ballast of any kind is not permitted.



Body shells must be steel but do not have to be original to the chassis. There are 8 cars which have 'Grandfather Rights' to use fiberglass bodies which are currently known as or owned by:

- 205 Paul Rookyard. (Now owned by Mark Wareham. 2018).
- 247 Andy Webb.
- 271 Dave Helliwell. (Now owned by Ashleigh Wareham.2018).
- 676 Steve Bateman. (Now owned by Vince Manterfield. 2018).
- 725 Hank Chatterton. (Now owned by Les Palmer 2018).
- 760 Howard Cardew. (Now owned by Charlie Barnes 2018).
- 731 Robin Secker.
- 763 Andy Bateman.

Subsequent ownership of these cars transfers the 'Grandfather Rights' to the new owner. All cars must weigh a minimum of 550kG in racing condition and will be weighted as they leave the track.

We are BriSCA Heritage however, so all cars must resemble the F2 cars of the 1960s and up to 1972 when BriSCA permitted an alternative engine. For period correctness, car paint schemes must resemble F2 cars of the 1960's. Roof colours must be white, yellow, blue or red but championship holders may use agreed alternatives, eg. Gold Cup = gold roof, British Champion = chequered roof.

**7.1.1. The car builder must supply evidence to drivers committee for majority approval of originality prior to attending a race meeting.**

**7.1.1.1. No more specials to be built.**

- 7.2 In view of the age of the original donor car, through tubes should be welded into the original chassis rails, which must be retained, to add strength between front and back bumpers. These can be round steel tube, 2 inch or more diameter, or hollow section structural steel square tube, either 40 or 50mm in size.

**7.1.2. Wall thickness of 3.0mm on all new builds.**

The wheelbase must be a minimum of 88 inches and a maximum of 94 inches. Bumpers must not be less than four inches in depth, and the height of the bumper centreline from the ground must be sixteen inches, plus or minus one inch. Bumper ends must be rounded and smooth. Bumpers must be approximately the same width as the tyre track front and rear.

- 7.3 A roll cage featuring a minimum of four vertical posts, diagonally braced, must be welded to the chassis, to closely follow the contour of the body shell internally. Outside diameter

of the tube must not be less than 30mm, with a 3mm wall thickness or 38mm diameter with 2mm wall thickness.

The roll cage must feature either a 3mm steel roof plate above the driver's head or extra roof bars in roll cage material aimed at protecting a driver in case of roll-over. Inch and a half or two inch Weld-mesh must be effectively secured to the complete front screen opening. The cage sides must feature side impact bars constructed from minimum 25mm steel tube or box, minimum 2mm wall thickness.

**7.3.1. An additional support bar is recommended behind the driver's head from top rear hoop to chassis or to a bracing bar between chassis rails. This must also be a minimum of 2mm wall thickness.**

- 7.4 The body shell must be securely bolted or welded to the chassis if it has been removed to facilitate construction of the roll cage. Body shells do not have to be original to the chassis but must be period correct and recognizable as a car constructed prior to 1973. Where a fabric roof featured originally, this must be removed and replaced by a sheet of aluminium or steel welded, pop riveted or bolted to cover the entire roof. The measurement of a full height Ford Model Y from chassis top to roof at the B post is 46 inches. The same measurement for a Ford 'Pop' is 49 inches. The floor panelling must be complete in the vicinity of the driver extending to the sides of the body shell.
- 7.5 A fuel tank of maximum 2 gallons capacity must be fitted within the body shell, secured within a steel cradle/mounting bracket. The tank must feature a metal screw cap and spill proof vent; a non-return valve must be fitted. The supply pipe to the engine must feature a cut off tap within easy reach of the driver. The fuel pipe must be metal, with only short rubber connections, no longer than six inches, where there are joints for a fuel tap, fuel pump or carburettors. Fuel used must be as available at filling stations. Lead replacement additives may be used. A secondary firewall must be fitted around the fuel tank. Fuel tank and battery should not be mounted together but, if they are, a 2" gap and some non-conductive material between them is recommended.
- 7.6 The battery must be fitted inside the body shell and must be secured in a steel frame and bolted down. The battery must be covered with rubber or polythene to minimize the chances of spillage if inverted and to cover the terminals in the event of contact with metallic objects in the event of inversion or collision. An isolator switch must be fitted close to the driver in a position he can reach while strapped into the car. It must also be in a position visible to rescue teams if an emergency should occur and an ORCi-approved

sticker applied to the bodywork as close to its location as possible denoting its location to marshals. The isolator switch must be to the earth side of the battery and must isolate ALL electrics.

**7.6.1. Isolator switch to be situated where the seated driver has easy access.**

It is advised that the battery supply to the starter is routed on the opposite side to the fuel line.

- 7.7 The driver's seat must be of continuous all metal construction, not 'rally type' tubular steel. A separate slip over padded cushion is permitted. The seat must be steel or aluminium. The seat must be bolted or welded to the chassis/through tube construction. It is advised that the seat bottom is bolted down in four places and the seat back in two places. When seated the driver must have a minimum 2 inches headroom against the roof plate when wearing a helmet.

**7.7.1. If a seat is relocated from its original manufactured position (right hand drive) to the centre of the car, the centre of the seat must not go beyond centre line of the car. Tolerance +/- 25.4mm or 1 inch. The only exception to this is if the replica heritage car is derived/ exact copy of a car built in the formulas time line. To date Darren Clarke 616 is the only "left hand drive" car that does not need to comply to rule 7.7.1.**

- 7.8 A safety harness comprising not less than two shoulder and two lap straps with adjustable straps and quick release buckle must be fitted. The fixing points for the lap straps should be such that the angle of the straps when enclosing the driver approximates 30 —45 degrees to the horizontal. It is advised that the shoulder straps are fixed at points as close as is practical behind the seat, and that the fixing points are clearly below the driver's shoulders. The end fixings for the harness must be securely bolted or welded to the chassis/through tubes/roll cage construction. Where plate lugs are welded into the frame to fix the harness, these must be minimum 3mm thick steel. The strap width must be 3 inches or metric equivalent. A fifth crutch' strap must be fitted if the seat is of a reclining type. Where belts are of the type using a 'quick-release' attachment, these must have a split-pin or similar through the release in accordance with ORCi rules.
- 7.9 The axles must be of the type fitted to the original donor car. Fords featuring a torque tube driveline must retain this layout. Brakes must work on all wheels. The final drive ratio may be changed to assist gearing and the differential may be locked. Limited slip differentials are not permitted. Wheels and tyre sizes may be changed to assist gearing. 'Banded' wide

rims are not allowed. Rims **MUST NOT** exceed 5.5 inches wide to reflect what was in general use in the sixties. Shock absorbers can be upgraded, but adjustable shock absorbers are not permitted including the “gas adjust” type available. An extra pedal for left foot braking is not permitted. ‘Rose joints’ or spherical bearings must not feature in any part of the suspension.

The following cars have grandfathers rights with regard to the use of 100E rear axles:-

- 59 Nigel Finnegan & 128 Jack Bunter Model Y Ford.
- 205 Paul Rookyard Ford Model Y (now owned by Mark Wareham).
- 253 Alan Humphrey Ford Model Y.
- 271 Dave Helliwell (now owned by Ashleigh Wareham).
- 264 Pete Welland Ford Model Y.
- 619 David Sloggett Mini bodied car.
- 728 Graham Bunter Ford Model Y.
- 773 Nick Whitney Austin 1100 bodied car.
- 333 Marty Page Ford model Y (now owned by John Perret).

**7.9.1. Any car with an open prop’ drive train MUST have the axle set central to the chassis. The back plate to the chassis is the same dimension on both sides of the car.**

**7.9.1.1. No more live 100e axles & open props.**

The above cars must feature a steel hoop around the prop manufactured from 3mm x 25mm steel bar. This is to stop the prop hitting the driver’s seat in the event of failure. Prop-shafts over 18” in length must feature 2 equally-spaced steel hoops and a steel plate under the seat. The axle must be set central to the chassis, i.e. back plate to chassis is the same dimension on both sides of the car.

No other 100E axles will be permitted unless they are fitted with torque tube drive and transverse spring.

7.10 Tyres should reflect those generally used in the sixties. These may be crossply or radial but should not be of excessive width.

**7.10.1. 185 (radial) tyre width is the maximum permitted.**

~~As a guide, a 5.5 inch ‘footprint’ was the widest used on F2 stock cars in the sixties.~~ Modern equivalents of crossply tyres like the Avon 7.3 used in BriSCA F2 are not permitted, but the earlier Avon 6.9 in original sixties compound is allowed. Old racing tyres and modern Hoosier type tyres are also considered unsuitable. If other competitors consider a tyre unfair and if there are no visible sidewall markings to certify its

manufacture as legal within this regulation, it must be removed. Radial tyres cannot be less than 80 series aspect ratio. Tyre lubricating or 'softening' chemicals are NOT permitted.

7.11 The power unit must be of the type originally associated with the chassis or manufacturer, as previously indicated, except that Fords later 100E side valve engine may be fitted to earlier E93A or Model Y chassis.

**7.11.1. No alternative engine can be used.**

The power unit may be modified internally but not externally i.e. not OHV conversions on side valve engines. No aluminium blocks allowed, but cylinder heads are free. No supercharging is permitted, no fuel injection is permitted, types of carburettor available in the 1960's may be fitted,

**7.11.2. SU'S and single Webber 40's, side draft may only be used.**

along with free flow exhaust systems. Nitrous Oxide injection is not permitted. Electronic ignition is permitted, but only single sparking systems can be used. All forms of Multi Spark Discharge (MSD) electronic ignition and similar types are **NOT PERMITTED**. This includes any electronic ignition type that offers any form of adjustable feature by whatever means, the only ignition advance curve allowed is that which is produced mechanically by balance weights within the distributor. No other systems will be permitted. A complete firewall must feature between the engine bay and the driver. For practical purposes a maximum of 1232cc is advised. This will permit 1172cc Ford engines to be bored 60 thou, oversize. Where a water pump features on the engine, this must be the original mechanical type. An effective silencer must be fitted to the exhaust system and must terminate behind the drivers feet, exhaust gasses must not be deflected upwards which might cause aggravation to other drivers. Alternators, if used, must resemble period dynamos.

**7.11.3. Alternators must appear as period dynamo.**

**7.11.4. Engine & gearbox position to be restricted to the centreline of the car. Tolerance +/- of 50.8mm/ 2 inches. Engines must remain in a vertical plane.**

7.12 The original steering box may be replaced in the interests of durability but must be period correct.

**7.12.1. Steering racks are not permitted.**

A quick release steering wheel is permitted and encouraged. No rack and pinion steering is permitted unless it was original equipment on the donor car.

7.13 Only one driver per car is permitted per meeting except by specific permission and prior arrangement with the trustees.

7.14 Fibreglass bodies are not in the long-term interest of the sport. It is not intended that this should affect any existing drivers or cars, but could affect new constructions .

**7.14.1. No new cars with fibreglass bodies.**

7.15 Drivers of ‘Specials’ and cars with lowered bodies are not permitted to hit full height cars in the corners.

This is to reflect the comparative maximum cornering speed of the three types.

**7.15.1. It is an offence to deliberately hit another driver going into or out of a corner on any part of the car other than the rear bumper.**

7.16 Roof Fin plate official numbering is compulsory and must be painted/ printed in black lettering on a white background and no smaller than 5” high. The numbers on both sides of the car must be minimum 9” high and featured on the door area (in line with cars of the formulas era.). ~~The Fin plate must not exceed 12” high and be of straight panel construction.~~

No aerofoils or ‘wings’ are permitted.

7.17 Unless replicating a car from the period, paintwork should be period-correct – reference to photographs and magazines from the era will give guidelines on suitability. Roof colours must be in line with that which was used in the era and will be white, yellow, blue or red unless the car represents a championship holder’s vehicle.

**8. RECOMMENDATIONS.**

These regulations reflect the accumulated experience of fifty years of contact stock car racing and on-going concern over racer safety Please do your best to observe these regulations in all respects.

Drivers will not be allowed to exit their cars whilst the race circuit is live i.e. under “green” racing conditions. This includes both drivers on the race track whose car has become immobilised and those who retire to the infield who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a car needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a car and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe,

they should indicate this to an official with the “thumbs down” signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start.

If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain strapped in and with helmets on. Drivers who are in immobilised cars on other parts of the circuit may exit their cars whilst the race is suspended but must go into a designated area which is considered by the promotion to be the safest place to be whilst the race is live, which may well be off the track completely.

Drivers will be informed of where this area is by means of a driver briefing or driver handout. Drivers who are still unsure of where this area is should ensure they find out where it is before racing by contacting the Clerk of the Course or another senior official.

Please note that the above covers all formulas and race tracks within the ORC.

## **9. AGM AMENDMENTS BIBLIOGRAPHY.**

- 9.1 . Page 9. Para 7.1.1. Construction originality. AGM 2012 minutes. Agreed in para 1 of the agenda.**
- 9.2. Page 9. Para 7.1.2. Through tubes. AGM 2012 minutes. Agreed in para 1.2 of the agenda.**
- 9.3. Page 14. Para 7.14.1. Fibre glass bodies. AGM 2012 minutes. Agreed in para 1.2.1 of the agenda.**
- 9.4. Page 11. Para 7.6.1. Isolator switch. AGM 2012 minutes. Agreed in para 1.2.2 of the agenda.**
- 9.5. Page 12. Para 7.10.1. Maximum tyre width. AGM 2012 minutes. Agreed in para 1.2.3 of the agenda.**
- 9.6. Page 11. Para 7.7.1. Seat position. AGM 2012 minutes. Agreed in para 1.2.4 of agenda.**
- 9.7. Page 13. Para 7.11.2. Carburettor types. AGM 2012 minutes. Agreed in para 1.2.5 of agenda.**
- 9.8. Page 13. Para 7.11.4. Engine & gearbox position. AGM 2012 minutes. Agreed in para 1.2.6 of agenda.**
- 9.9. Page 13. Para 7.12.1. Steering racks. AGM 2012 minutes. Agreed in para 1.2.7 of agenda.**
- 9.10. Page 13. Para 7.11.3. Alternator must appear as a period dynamo. AGM 2013 minutes. Agreed in para 1 of agenda.**

- 9.11. Page 12. Para 7.9.1. Open prop drive train axle position. AGM 2013 minutes. Agreed in para 9 of agenda.
- 9.12. Page 12. Para 7.9.1.1. No more live 100e axles. AGM 2013 minutes. Agreed in para 13 of agenda.
- 9.13. Page 9. Para 7.1.1.1. No more specials to be built. AGM 2014 minutes. Agreed in para 17 of agenda.
- 9.14. Page 13. Para 7.11.1. No alternative engine. AGM 2016 minutes. Agreed in para 7 of agenda.
- 9.15. Page 10. Para 7.3.1. Roll cage design. Vertical bar. AGM 2018 minutes. Agreed in para 7 of agenda.
- 9.16. Page 6. Para 4.5.1. Gold cup car count. AGM 2018 minutes. Agreed in para 5 of agenda.
- 9.17. Page 6. Para 4.2.1. Grid position for race winners. AGM 2018 minutes. Agreed in para 8 of agenda.
- 9.18. Page 14. Para 7.15.1. Driver conduct on track. AGM 2018 minutes. Agreed in para 8 of agenda..
- 9.19. Page 7. Para 4.6. Points scoring system added. AGM 2018 minutes. Agreed in para 6 of agenda.



[www.heritagef2stockcars.co.uk](http://www.heritagef2stockcars.co.uk)



**FOOTNOTE**

*Please note that the bulk of the above rules and regulations were drawn up prior to 2009, they are intended for your guidance only. In 2010 The Heritage formula became independent from BriSCA and Spedeworth, although we are independent we still run under the umbrella of O.R.Ci and therefore ultimately are governed by their rules and regulations.*

**AMENDMENT REGISTER & ADDITIONAL NOTES:**

- **2017. Re-formatted rule book issued.**
- **January 2019 (Issue 07). AGM amendments & rule updates. Introduction added. Made by Formula secretary.**

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---