

Motor Racing Legends

TECHNICAL CHECK SHEET

INTRODUCTION

This check sheet is designed as a quick reference to what is needed for the driver and the car. This check sheet is aimed at those competitors who may not have raced in Europe in International Historic events before.

THE DRIVER

LICENCES

[Ref: Appendix L; Chapter I; Arts 1, 3 & 8]

The minimum licences that are acceptable are:

- FIA International Historic licence; or
- FIA International "C" or "D" licence.

Drivers without one of these licences should consult their ASN with regard to upgrading or converting their existing licence. An FIA International "D" licence is issued for just one event by the driver's ASN, the date of which must be specified

HELMETS [Ref: Appendix L; Chapter III; Art. 1; Appendix "J" Technical List 25]

The only helmets that may be used for the Woodcote Trophy races are:

- FIA 8860-2004 [see Appendix "J" Technical List 33 {FIA Web site only}].
- Snell Foundation 2005 (with Special Applications S.A. serial number only)
- Snell Foundation 2000 (with special Applications S.A. serial number only)
- S.F.I. Foundation Inc.: Specification SFI 31.1a
- S.F.I. Foundation Inc.: Specification SFI 31.2a
- British Standards Institution: BS 6658-85 Type A/FR.

CLOTHING [Ref: Appendix L: Chapter III; Art. 2; Appendix J: Technical List 27{ FIA Web site only}]

Drivers must wear at all times during practice and race one piece flame resistant overalls (coveralls) conforming to the FIA 8856-2000 Standard together with:

- Underwear
- Balaclava (head and face covering which is worn beneath the helmet);
- Socks;
- Shoes or boots;
- Gloves.

These must all be to the same standard.

All clothing must be made to the FIA 8856-2000 Standard and bear an embroidered label bearing the FIA logo and the homologation number issued to the company of manufacture when the item was successfully tested to the FIA Standard.

CAR

TECHNICAL REGULATIONS

The technical regulations governing the car are detailed for each specific race.

The regulations are based upon Appendix "K" of the International Sporting Code for 2010. The regulations in some instances state what is NOT allowed.

The principle adopted for Appendix "K" and for these technical regulations is that they state what may be done.

Competitors are requested to ensure that their vehicle is fitted with towing eyes front and rear complying with Appendix K 5.18. Webbing loops are acceptable.

If a modification/component/practice is not specifically stated in the regulations then it may not be made/used/done.

PERIOD SPECIFICATION

Within the technical regulations for each race will be found the term "period specification". Period specification means the proven configuration of the model as it existed in the period for which it competed internationally and for which it is registered for FIA purposes.

The entrant is responsible for supplying evidence of the period specification of his car and for the car's compliance with this technical specification.

SAFETY

The safety prescriptions required to be fitted to the car are detailed in Appendix "K" Article 5. A brief outline of the safety requirements are shown below:

CIRCUIT BREAKER

All cars must have a general circuit breaker, in accordance with Article 5.3.2. of Appendix "K", which isolates all electrical circuits (with the exception of any which operate the fire extinguishers) from the battery. The switch must be clearly marked with a logo depicting a red spark contained in a white edged blue triangle of at least 120mm diameter.

FUEL SYSTEMS [Ref: Appendix K; Art.5.4 & 5.5]

All fuel lines passing through the cockpit must be protected.

Fuel systems which do not have an electrical or mechanical pump, must have an isolating device which is clearly marked.

Motor Racing Legends

TECHNICAL CHECK SHEET

FUEL [Ref: Appendix K; Art. 3.6 and Appendix J; Art. 252.9.1]

Fuel must be commercial petrol which comes from a service station pump, without any additive other than that of a lubricant on current sale. The fuel must not exceed 102.2 RON or 90 MON or be lower than 95 RON or 85 MON if unleaded. If leaded fuel, then the fuel must not exceed 100 RON or 92 MON or be lower than 97 RON or 86 MON.

Additives which replace lead may be used provided that they are commercially available.

BULKHEADS [Ref: Appendix K; Art. 5.6]

It is recommended that all cars have fireproof bulkheads between driver and engine, and driver and fuel tank

FIRE EXTINGUISHERS [Ref Appendix J Art 253.7.3; Technical List 6 & 16; Appendix K Art. 5.7]

All cars require as a minimum a hand operated fire extinguisher mounted in the car. The extinguishant may be AFFF, FX G-TEC, Viro 3 or Zero 360 and the minimum size of hand held extinguisher is as per Appendix J Article 253 7.3.3. (AFF 2.4 litres, other extinguishants 2.0 litres)

The use of BCF or NAF as an extinguishant is prohibited.

Extinguishers that are filled with Dry Powder may be used, but only if the car is owned by a competitor who comes from a country which does not allow the use of AFFF .

All fire extinguishers must be not more than two years old, OR, must have been serviced by an approved agent within the last two years and have a manufacturer's label affixed showing the date of service/purchase.

The technical requirements and minimum quantities of extinguishant are shown in Appendix J Article 253.7 of Appendix "J" of the International Sporting Code and the current list of approved extinguishants and manufacturers are shown in the Technical Lists No. 6 and 16 of Appendix "J". See also the FIA Website www.fia.com.

OIL CATCH TANKS [Ref: Appendix "K" Art, 5.8]

Cars with engine capacities of up to 2000cc must be fitted with an oil catch tank of at least two litres. Cars with engine capacities of greater than two litres must be fitted with an oil catch tank of three litres. For the purpose of oil catch tanks alone, supercharging an engine is regarded as increasing the capacity by a factor of 1.5.

THROTTLES [Ref: Appendix K; Art. 5.9]

Each throttle butterfly must be equipped with an external spring.

REAR-VIEW MIRRORS [Ref: Appendix K; Art. 5.10]

All cars must be fitted with two rear view mirrors with minimum total glass area of 90 square centimetres.

ROLL-OVER BARS [Ref: Appendix K; Art 5.13 & Appendices V & VI]

Roll bars are recommended. If originally fitted with a roll-over bar, the car must be equipped with a roll-over bar to at least the same specification.

If a car is being prepared for the first time for historic motor racing in Europe professional help should be sought.

The full standards are published in Annex VI of Appendix "K"

RED REAR LIGHTS [Ref: Appendix K; Art. 5.14]

All cars originally fitted with red brake lights must be fitted with units which are working at the start of the race.

SAFETY BELTS [Ref: Appendix K; Art 5.15]

For all cars fitted with roll-over bars, it is recommended that they be equipped with a minimum of four strap safety belts affixed to the car at four points. Shoulder straps may not share a common mounting point. All safety belts should comply with FIA Standard 8854/85(four strap); 8853-85 (six strap); 8854/91; 8853/91 or 8853-98. All belts should be equipped with turn buckle release systems.

For cars being equipped for European historic racing for the first time, professional assistance should be sought.

STEERING [Ref: Appendix "K" Art. 5.19]

One piece steering columns may be replaced by columns having universal joints or telescopic devices for safety reasons provided that all original functions remain; such columns must come from FIA homologated vehicles of equivalent or superior engine capacity to the car concerned.

An alternative steering wheel of different diameter may be fitted, which may be removable to allow access to the car.

It is recommended that competitors acquire a copy of the 2010 FIA Yearbook of Automobile Sport, or consult the FIA Website on www.fia.com wherein may be found the current regulations for motor sport.

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