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**RULE CHANGES EFFECTIVE FROM THE FIRST WORLD QUALIFIER OF 2010,  
EXCEPT FOR CHANGES TO BODY PANELS, WHICH WILL BE EFFECTIVE  
FROM 1<sup>ST</sup> July 2010**

**CHANGES TO THE CURRENT RULES ARE SHOWN IN RED**

**All rules will remain in place for a period of three years unless changes are necessary under Health and Safety or as a result of price changes on items with a price ceiling.**

#### **NHR 5.1 Body panels**

1. Replacement of all body panels is permitted, provided that they retain the standard silhouette in side elevation (with the exception of spoilers). If when the rear screen is removed and the silhouette is sufficiently altered, (i.e. making the vehicle look similar to a "pick up") the sides of the aperture may be filled or constructed as part of the boot lid/tailgate/roof. The silhouette of both front doors must be visible and the doorsills must not protrude into silhouette but may be reduced in depth by 1/3 of its original dimension, shape of replacement sill is free.
  - a) When original body panels are replaced they must be to the following specification and must be identical on each side, in material content and gauge.
  - b) Bonnet and Tailgate: Minimum 1 layer of fiberglass only. 450g material.
  - c) Doors and Roof: Minimum 1 layer of 100g KEVLAR and 2 layers of 450g glass fibre.
  - d) Front wings, rear wings and door sills: Minimum 1 layer 300g KEVLAR and 2 layers 450g glass fibre to a minimum of 4mm thickness.**
  - e) Front and rear bumpers same spec to a minimum thickness of 5mm**
2. Front and rear silhouette must remain symmetrical
3. Any replacement panel must resemble the same profile and style as the original fitting. The foam filling of any panels is prohibited.
4. No reinforcement is permitted, either structurally or on external panels, which, in the opinion of the Scrutineers, may be classed as armouring.
5. Wheels and tyres must not protrude further than the extreme width of the wings/arches.
6. Cooling holes may be drilled on forward edge only of the front and rear wheel arches, below a line drawn through the centre of the front and rear hubs.

**All body panels must be obtained from the constructor who owns the rights to the relevant model that have been produced from an inspected plug and passed by Spedeworth and the NHRPA.**

**All new panels will be micro chipped for identification and the purchaser gives the right to any constructor to check the validity at any time.**

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**Any existing panels can be micro chipped, if checked and deemed legal by the relevant constructor. Any panels not chipped, or that are not eligible to be chipped, will be deemed a copy and therefore illegal.**

**No panels will be deemed legal if they derive from an existing cloned panel kit, then altered.**

**The current NHRPA sanctioned constructors are:**

### **Autocross**

**BMW Z4  
VW Corrado  
MK3 Ford Fiesta  
Audi TT  
Peugeot 206 (Autocross version)  
Peugeot 206cc (Autocross version)**

**Contact:  
Mick Cross  
0118 979 7999**

### **Boss Motors**

**Peugeot 205  
Peugeot 206 (Boss version)  
Peugeot 206cc (Boss version)  
MK 6 Ford Fiesta  
Vauxhall Corsa  
Vauxhall Tigra B**

**Contact :  
Steve Skitmore  
01953 887471**

### **Ludlow Motorsport**

**Mitsubishi Colt  
Vauxhall Tigra A  
Mercedes SLK**

**Contact:  
Chris Ludlow  
01243 649004**

**Final decisions with regard to panels will be in the control of Spedeworth and the NHRPA, and not the constructors.**

**Any constructors, (one of the above or otherwise), currently manufacturing panels for a car make/model not previously mentioned, will need to be sanctioned by Spedeworth/NHRPA, for production to continue.**

**Any constructor, (one of the above or otherwise), wishing to manufacture a new style of panel, must have it sanctioned by Spedeworth/NHRPA.**

It is not permitted to put vents, scoops or holes in panels unless specific permission is set out within these rules.

### **NHR.6 SPACE FRAME**

- Front space frame members must be 38 x 2.00mm min.
- The rear space frame members must be 38 x 1.5mm min
- The space frame must be a minimum of **200mm (8")** past the front and rear axle centre lines, and not less than 102mm (4") from the bumper contact area, front and rear.
- The use of T45/Molychrome will not be permitted on the main space frame. It may only be used on cross bracing and may be of any gauge.

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- The minimum required front tubes will be 2 x 38 x 2mm either side (four in total) of the engine block going **200mm (8")** past the centre line with one cross member, joining two of the required four front tubes past the axle centre line. It will be the same for the rear with 2 x 38 x 1.5mm min gauge tube, four in total. **The two tubes from the top of the roll hoop, if extended rearward for a minimum of 200mm (8") past the axle centre line**, may be included as two of the four required rear tubes, with one cross member joining two or four tubes past the axle centre line.

All fasteners used to retain the major components, i.e. front and rear suspension, steering gear, engine and transmission, seat, pedals, fuel and oil tanks, radiator and batteries must be steel.

### **NHR 15. ROLL CAGE**

The roll cage must be an integral part of the space frame. All cars must be inspected before racing and comply with the following specifications:

Safety cage material specification is CDS (Cold Drawn Seamless) or current equivalent.

Minimum size : 38mm (1.5") x 2.5mm, alternatively the main hoop **may** be 50mm (2.00") x 2mm

Or RAC Specification

Main roll bar	50mm (2.00") x 2mm 45mm (1.75") x 2.5mm
Other parts of cage	38mm (1.5") x 2.5mm 40mm (1.6") x 2.00mm

- a) Alloy roll cages are not permitted
- b) A full roll cage (which must support both A and B pillars) consisting of a minimum of:
  - Two hoops, either running from front-to-rear or side-to-side.
  - Two top hoop connecting bars
  - One rear hoop cross bar at shoulder height to mount seat support, or a seat brace hoop to mount seat support (see NHR.56)
  - One lower bar, if cross bar at shoulder height is not fitted
  - One dash cross bar
  - **Three driver's side door bars, at least two of which must be shaped in to the door. These must be joined by at least three connecting tubes between each bar.**
  - **Minimum height of bottom face of top door bar from floor 250mm (10") in front of main hoop must be 375mm (15") with a minimum gap between tubes of 75mm (3") at the same point.**
  - **Three passenger side door bars at least one of which must be shaped in to door. The remaining two may be cross or horizontal.**

### **NHR. 41 VEHICLE WEIGHT/BALLAST**

**IMPORTANT NOTE: Cars may be checked at any time. They must, once the race meeting has started, meet the minimum and/or maximum permitted weights as listed below.** Drivers should allow for wear of brakes, tyres and use of fluids during a

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race which, depending on the length of a race, can be in excess of 3+kgs. All weights exclude the driver.

The minimum weight for a National Hot Rod is 700kgs at any time. Underweight vehicles will carry a two World Series meeting ban which will include any other domestic or other meetings which may fall within these two meetings and a loss of all points at the meeting where they are deemed to be underweight.

**A maximum of 20kg of ballast is permitted which must be securely bolted or welded in place.**

**Right Side Percentage Weight: - The maximum right side weight will be 54%**

**Rear Weight Percentage: - The maximum rear weight will be 45%**

- If you are checked and found to be **up to 0.5%** over either of these weights you will lose all points for the day and receive a final warning
- If you are found on a second occasion to be up to **0.5%** over either of these weights you will **lose the points for the meeting where the car is deemed to be over the side or rear weight and receive a one meeting ban from your next World Qualifying round.**
- Anyone found to be over **0.5% above either of the maximum weights will lose the points for the meeting where the car is deemed to be over the side or rear weight** and receive a one meeting ban from your next World Qualifying round.
- If a driver's car is found to be over either of the aforementioned weights for a subsequent time, the penalty will automatically be doubled.

### **NHR. 44 WHEELS & TYRES**

The only tyre permitted is the Hoosier. The use of tyre warmers and/or tyre softener is not permitted at any race meeting.

Date	Tyre model	Tyre price (inc VAT)
2007 - 2009	H12-9.0/20.0-13 Slick	£105.16

Any type of wheel may be used, but may be no wider than 10" where the tyre sits. Only 13" diameter wheels may be used. Steel wheels must have rolled edges.

#### Tyre Management

**Five slicks may be used at each meeting, only one of which may be new. The only exception to this is major championships where the number of new tyres allowed will be confirmed prior to the championship meeting and the first meeting of the season where four new slick tyres may be used.**

**New drivers may use four new tyres but must start at the rear of the grid.**

**Wets – Only four new wets may be used at each meeting. There is no restriction on the number of used wets that can be used.**

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Please also note that the number sizes in the following existing rule are not being observed. May we remind you that **any** rule infringement noted in logbooks can only appear twice. On the third occasion, the driver will not be allowed to race.

**NHR.43 AEROFOIL/REAR WING/ROOF SPOILER**

- D. FIN PLATES: Two fin plates must be fitted, of equal size and position, and large enough to accommodate regulation numbers (the numbers must be a minimum of 229mm (9") high by 38mm (1.5") stroke), black on white. They may be fitted to the aerofoil, rear wing, roof spoiler or roof line. Maximum height above roof is 305mm (12"); maximum length of fin plates is 559mm (22").

**ADDENDUM TO NEW RULES**

**The NHRPA do realise that we are currently in a recession and obviously it is important that we keep the cost of changes to a minimum. The changes detailed above concerning the thickness of panels will not be introduced until the 1<sup>st</sup> July 2010. It will not be necessary to replace the panels, they can be returned to the manufacturer for extra layers to be added to bring the thickness up to the required level.**