American Cup Car Racing Ltd
ACCR Senior Car Technical Rules - Edition 26

Part 2 Technical Rules and Regulations

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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 ½ mile, the front windshield must be a minimum thickness of ¼ 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 ¾ 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 cowling 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 carburettors. 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 reminder 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 to either the floor or main bottom chassis rails and within the steel chassis structure, 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 ¾ 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 ¾ 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-

NO COIL BINDING OF SPRINGS ALLOWED. Will be checked with driver in car and car pushed down with shock rebound in the off position (The car /shocks/springs must have travel in both directions).

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
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 degreeing 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 carburettors, as issued on the standard engines, are allowed. It is illegal to bore carburettors 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 carburettors. 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 reflated 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 4 slicks and 4 wets at the start of each race season unless you carry new tyres over from the previous season, then these 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. 5 slicks 3 wets or 3 slicks 5 wets at any time so a maximum of 8 tyres per season, this rule is subject to consultation if it is found we have an extreme weather year which could affect safety extra tyres may be taken, In exceptional circumstances extra tyre maybe taken if all of your allocation is used at an extra cost of 150 championship points each tyre
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.

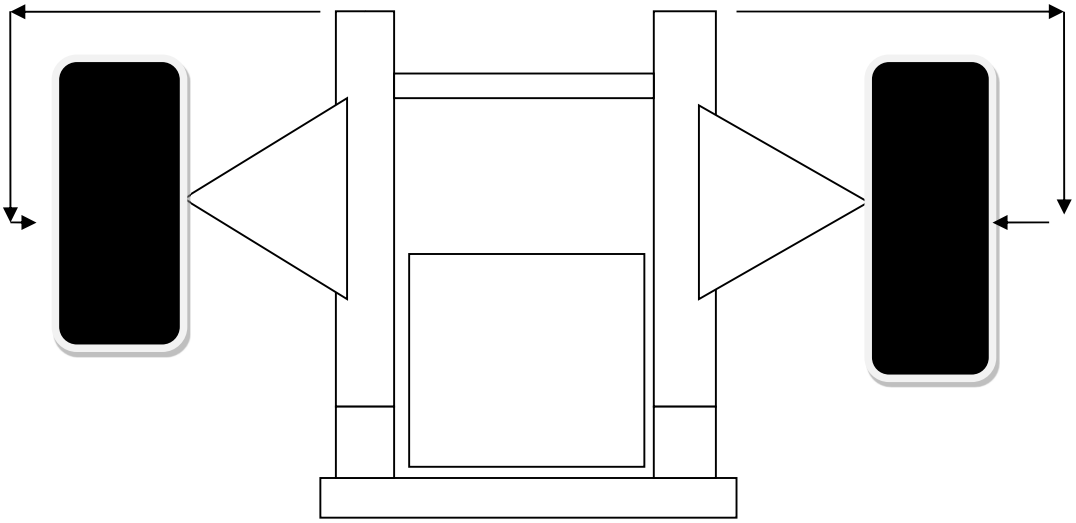
Tyres, if unused, will be carried over to the following season / year. If you must carry them over, they will be deducted from your next year's allocation if they are not logged in your logbook and signed off by an Official as run for that year.
New Tyre serial numbers for a meeting must be recorded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

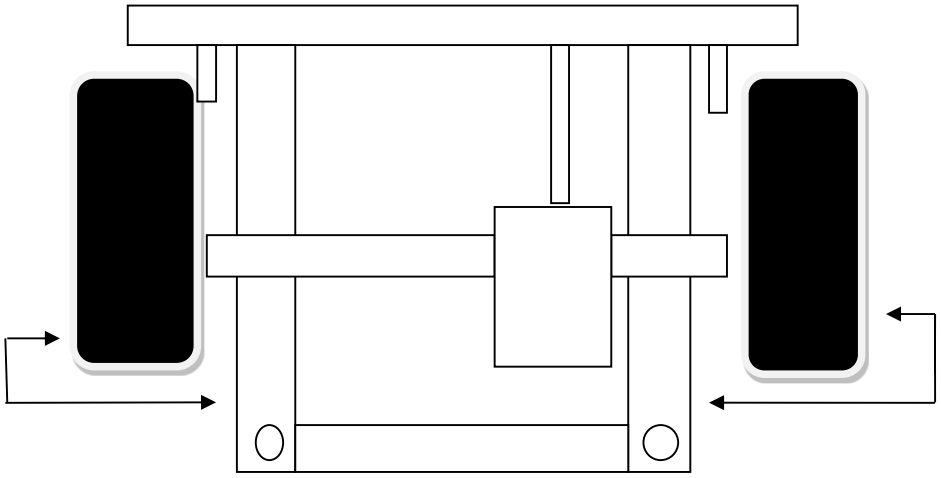
42: WHEELBASE, TRACK, & WEIGHT LIMITS
42.1. Wheelbase, on either side of the car, must be within **76" to 76 ½". (1930.4mm to 1943.1mm)**
42.2. Front and rear track may not exceed **55 1/4" (1403.35mm)** measured from outside edge to outside edge of tyres including cambers.
42.3. Maximum track offset 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

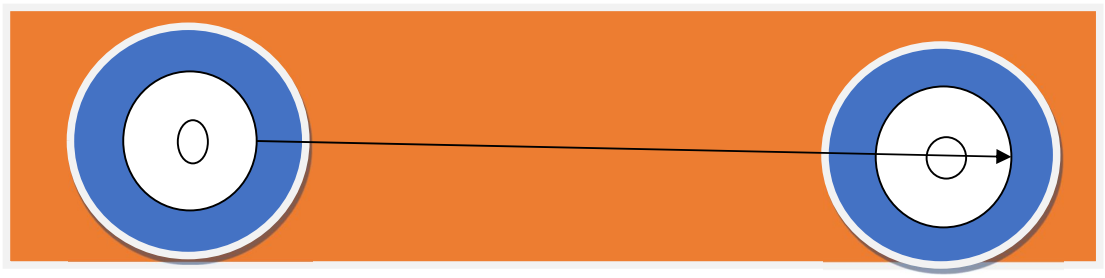
Measurement points for Tech

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

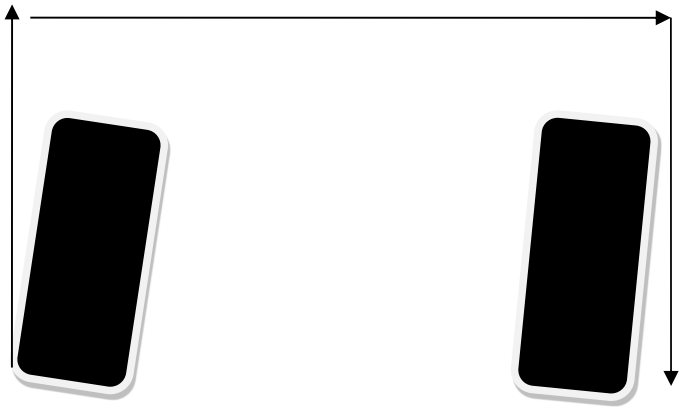


Rear End - top view looking down. Offset not to exceed ½" or 12.7 mm measured from outer chassis rails on both sides of car to inner lip of wheel as below.





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 or1930.4mm)



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 2025

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.

11.2. All cars will line up in the designated staging area prior to their respective heats in any order then proceed on to the track and line up in grid order it is up to you to know your grid slot any driver who lines up in the wrong grid slot will be put to the rear of the whole grid, If a driver withdraws from the race after grids are set that space is left free.

Points change

DNS = 20 Points
DNF = 30 Points
Technical on track DSQ = Last place points
DSQ = **ZERO** points Scored.

DSQ = 0 Points and must start to the rear of grid for remainder of meeting

NO COIL BINDING OF SPRINGS ALLOWED. This will be checked with driver in car and the car pushed down with shock rebound in the off position (The car /shocks/springs must have travel in both directions).

19.22. Weight clamps or lead weights are permitted. Lead blocks must be made clearly visible. Your Car number must be painted on lead blocks. They must be firmly bolted to either the floor or main bottom chassis rails and within the steel chassis structure, 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 or Dsq'd after the race.