

SKEGNESS RACEWAY GT HOT RODS 2020

If it doesn't say you can do it You cannot do it!!!!

Checks can be carried out at any time on any part of the car, and regardless of the situation with other cars, BOC decisions will be taken on the status of your car only. Please note it is your responsibility to present a legal (to the current spec) to race.

This formula is a non-contact and cars should be prepared with a professional racing appearance. This standard is required to be kept up throughout the drivers racing season. Cars with tatty, dented and badly battered panels will not be allowed to race. **New build cars, must have a technical inspection before being presented for racing.**

Transponders

Cars are required to have a Transponder fitted for lap scoring purposes for the start of 2017 season, these will be the AMB/MyLaps Transponders and the model types can be 260DP, 260, 160DP, 160, the "DP" refers to it being a Direct Powered one, ie no internal rechargeable battery, the cheapest type that is compatible with the MyLaps System is the 160, as this is aimed at Karting it will work perfectly fine [stoxkarts and national mini's use them]. Transponder - to be fitted in rear footwell and on Corsa C's 4 inches forward

NEW FOR 2020

All Drivers must now use a Receiver, a radio that allows the meeting steward to speak to all drivers.

1. Definition

A non-contact formula using modified Saloon or Hatchback front wheel drive cars, up to 1400cc limit in standard trim.

2. Type of Cars

A right hand drive, steel bodied saloon or hatchback, all panels, must be of original design, not shortened or lowered.

The following cars may be used. They must use the engines as manufactured and must keep to the engine rules. Vauxhall Nova (from 2019 no new builds are allowed), Corsa B,C & D, Tigra 1 & 2.

Weight - minimum weight to be 700kilos. A maximum inside weight of 53per cent - this is for all cars, new and old.

The standard floor pan and bulkheads must remain in position intact as original.

3. Engines

Engine head maybe skimmed to a min of 94

Valves must remain standard 33 inlet, exhaust 29, length 104.6mm

Cam standard 1400cc max lift 6.12

Inlet water way may be blanked off.

Carburetor Piebug 20/24, cold start may be removed 2 choke must be vaccumed.

Fuel jets are free but you may drill for size, rest must remain standard.

Carb and distributor modification only. Vacuum pipe from distributor maybe taken off and fitted to Vacuum on 2nd choke of Carb.

Distributor, standard type only, no electric ignition, standard type Bosch modules , Bosch oil filled coils. Motorcraft 7 pin may also be used.

Block may be skimmed and rebored to max of 40 thou, but piston must remain standard and not protrude above 10thou
Con rod and cap remain standard.

S.E piston standard 8 valve may be fitted to N V block.

4. Transmission

The gearbox must remain standard as manufactured. Standard differential ratios only. Diffs may be locked by welding only, no L.S.D. Diffs and clusters are free but remain Vauxhall to Vauxhall etc.

Driveshafts..may be modified and negative camber on nearside front wheel. No positive camber on driver's side.

5. Wheels

13" steel or aluminium, a maximum of 6.5J or aftermarket wheel may be used, as long as it is a 4 stud fixing. No Motorsport or competition wheels are allowed.

6. Tyres

Kingpin, Maxi tyres, Yokohama BluEarth AE-01(A Drive can still be used), ES32, 175 x 70 x 13. *Kumho Solus 82t*

No Colway intermediate, NO Motorway competition tyres, No new kingpins are allowed. No tyre softener or additive is allowed, no buffed tyres. Gaitors are allowed.

7. Suspension

No competition parts, (i.e GAZ) Only standard manufactured parts using oil or gas.

The wheelbase on the passenger side of the car can be moved by 1inch either forward or backwards to the measurement of the inside wheelbase. It can be achieved using the front tie bar only. Back axle must remain in its standard position. inside standard to car. Bars from rear of roll cage down to rear of car - optional fittings are right to the back in the boot or forward of the rear if you choose

To obtain wheelbase by adjustment of torsion bar - torsion bar may have threads extended or fit new bracket or cut and weld thread on the end of torsion bar. However this is not recommended.

To obtain wheelbase and camber on a Corsa C you can fit an adapter plate.

8. Camber

Only the passenger side front wheel may have negative camber added by either drilling the shocker top mount, elongating the shockers bottom holes or by extending the bottom arm, a longer drive shaft may be used or extend a standard shaft. The driver's side front wheel may be sat at 0 camber no positive or negative and may be achieved by elongating the shocker bottom holes or using a camber bolt.

The rear wheels must have no camber added or removed and must not have washers behind the hub for adjustment.

9. Steering

The use of quick release steering wheel mechanisms is permitted.

10. Brakes

ABS system to be removed and a standard Corsa one fitted. You can either run 2 valves on the rear lines or no valves.

11. Bodywork

Must be complete with all panels and to remain steel all through. Front Light apertures may be blocked off or left open. Rear Light Apertures must be blanked off. Doors may be welded shut, if the driver's door is hinged there must be at least 2 fixings to secure the door closed.

A and B pillars must remain standard and unworked. Skins may be removed beyond back of B pillar

All plastic scuttle panels to be removed and replaced by steel of max 2.5mm thickness. Must be welded or bolted. This is a safety item.

Wheel arches must cover the outside edge of all four wheels. Side skirts, spoilers, aerofoils must be securely welded or bolted in place, with no sharp edges. Side skirt bottom must remain open with max of 5 x 25mm x 6 flat braces (no box section), no other re-enforcement. Any replacement panels must remain as standard body panel thickness 20 gauge. Ironwork added to the front or rear is definitely not permitted.

Bonnet slam panels may be replaced by 1" light gauge box section. Front panels must remain rounded as original body shape, not square. No additional steel is allowed.

Arches, skirts and sun visors must be fitted.

Light Apertures must be removed.

12. Bumpers

All cars must be fitted with plastic bumpers to the front of the vehicle. If Bumper is enclosed there must be a minimum of 4 x 50mm inspection holes. Standard bumper bars only, no additional steel and 1 bumper bar only

Both front & rear panel must have a minimum of 8 x 30mm inspection holes. Panels may be fitted but must not alter the profile of the car.

13. Roll Cages

The roll cage must be a minimum size of 1 1/4" OD (32mm) that's 3mm wall steel tube or box section that is 40mm by 40mm that's 3mm wall. No alloy or titanium. All joints must be welded to a minimum of 90% of the joint.

The roll cage must consist of one rear hoop (A) and one front hoop (B). 3 roof connecting bars (C) one either end of the roof and one in the centre all connecting the front hoop to the back. Between the centre bar and the bar on the drivers side there must be a cross fitted (D) or a steel plate that is 3mm thick that covers the whole square. One dash bar (I), two bars going straight across the rear hoop from one side to the other at the bottom of the hoop (E) and one at shoulder level (F) to mount the seat to. Two rear downward bars (G) going from each corner of the rear hoop to the rear floor of the car. G bars may now reach to the rear of the car as with the H bar.

One bar across the rear struts (H). Both sides must have a bar running from the front hoop foot to the rear hoop foot running across the sill (J). Chicken bars consist of one lower (L) a minimum of 3 inches above the floor bar and one top bar (M) with a minimum of 2 connecting upright bars between the two chicken bars (N).

All new builds must have the roll cage mounted on top of the sill. The only bars to protrude the bulkhead are two bars that support the turret tops but must not be attached to the shockers.

In the diagram the dotted box marked (P) is to show the location on the fuel tank.

14. Seats

You must have a Competition type driving seat with a head restraint. The seat should occupy its original position where possible and be suitably supported at shoulder height and on both sides and back, with a suitable framework or seat stiffeners.

All seats must have a head rest fitted permanently as high as the top of the driver's head and 2/3rd of the width of the back of the seat. The driver's seat should be bolted or welded to floor.

15. Screens

All glass must be removed, front screen must have a central bar of 19mm x 19mm or 3/4" x 3/4" SHS welded in place. An interior mirror must be fitted.

A driver's door mirror 2" x 3" **must** be fitted and mounted in such a position that it does not project further out than the body. (it must not be able to get knocked off whilst in racing traffic).

16. Batteries and Electrical

Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid. They may be fitted under bonnet, in passenger foot well or behind the driver, but the floor cannot be cut to accommodate them. They must be fitted at least 6" from the fuel tank. An electrical cut off switch must be fitted and working to the R/N/S corner of the car. If the car is fitted with an electrical fuel pump, a switch must also be within easy reach of the driver. Self starter motors must be fitted and in working order at all times. All wiring must be securely fastened and kept away from fuel lines as much as possible.

17. Stop Lights

Two brake lights must be fitted at the top of the rear screen aperture. Minimum size of 2ins square or 2ins round LEDs.

18. Fuel and Fuel Tanks

Only roadside fuel is allowed, the use of additive / octane booster is not allowed. Fuel tanks must be metal with a maximum capacity 3 gallon or less are permitted. These must be fitted rear of the driver but in front of the rear axle centre line, and must be at least 6" from the battery. Behind an adequate fire wall, 4 x 50mm drain holes under or around the tank. All tank filler caps must be of a secure leak proof metal or screw fitting. Petrol pipes must be of metal or metal covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the centre of the car) at all times.

All tanks must be fitted with a breather system which prevents spillage if a car is inverted, fuel feed pipe must enter the top of the tank and a breather pipe must be fitted in the top. The breather pipe must have a one way valve. **Fuel feed pipes and breathers must exit at the top of the tank and a one way valve fitted to the breather pipe.** Four 50mm holes must be drilled at the lowest point under tanks to allow spilled petrol to drain.

A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind fire wall. Any fuel filters to be behind fire wall or inside engine

compartments. A 50mm steel box section frame must be fitted to protect the fuel tank from a rear impact. This frame must be welded to the rear supports of the roll cage.

Petrol Tank covers The fuel tank must be covered in a non flammable material box covering 3 sides and top and leave one side open, i.e. Imagine an upside down shoe box, the long uncovered side should be fitted with this opening facing the rear of the car.

19. Silencer / Exhaust

Cars must be fitted with the original, as manufactured complete and standard exhaust system or a Fordson Major box, part number E1 ADDN 532A. The tail pipe must exit rearwards pointing downwards. No competition exhaust systems. A heat resistant tape may be used on the exhaust manifold in the engine bay and on the down pipe. **The Brisca F2 box may be used.**

20. Radiators

All water cooling systems must remain within the confines of the original bonnet area but can be modified in anyway.

Oil systems must also remain under the bonnet, a cooler rad if fitted to the nearside screen aperture, but must be shielded from the driver. No dry sump systems.

21. Sign Writing

The driver's name must appear plainly on the sun visor. Cars are to be presented in a professional manner, no unpainted cars or panels. Sign writing to be of a professional standard.

22. Helmets

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, Snell SA2005, Snell SA2010, SFI Foundation

31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC15) sticker

23. Safety Equipment

(a). Neck braces are recommended.

(b). Fireproof balaclavas are **Mandatory** and must be marked accordingly.

©. Fire retardant gloves are **Mandatory** and must be marked accordingly.

Any Additional safety equipment is available at the front of this publication

24. Seat Belts

A minimum of 3" (75mm) wide safety belts (2" (40mm) sub-strap) are mandatory. This must be a full five point buckle release harness (including Nasca type) with sub-strap and must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended.

The sub-strap must be used at all times and all belts must connect to the quick release buckle. In the case of Nasca lever latch buckles it is advisable to fit a secondary means

of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of Tubigrip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. An extra bar is fitted to roll cage behind driver's seat approx 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

Roll cage Diagram

