

CLASSIC HOT RODS

CAR CONSTRUCTION RULES AND REGULATIONS 2025



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INTRODUCTION and OVERVIEW

The Classic Hot Rods of today are the 21st century representation of the National Hot Rods that raced cars that back in the 1970's. This was the period when the pinnacle of non contact oval motor sport that often appeared on the Saturday Television show World of Sport featuring legends Barry Lee, George Polley, and the late Mick 'Duffy' Collard.

It was the taste for nostalgia, and the passion to see the classic race cars of the 1970's back in action around the circuits which led the Incarace promotion to introduce the formula 'Classic Hot Rods' in 2005.

CHRs have come a fair way in the last few years, developing from a demonstration formula with a few cars 'racing' for no points, into a fully fledged formula with points and championships to match any other class.

They have captured the imagination of the discerning and lay fan. The appreciation of Escorts, Anglias, Vivas, Avengers and A40s stunningly prepared and raced on a knife edge is obvious. It is a delight to hear and see the enjoyment the fans have for the racing.

The objective of this formula is to produce competitive racing with a range of vehicles that were used as National Hot Rods up to the year 1977. The Classic Hot Rod formula has developed from a just for fun format that was used to showcase drivers and cars of a particular era into a well supported, very competitive championship.

Classic Hot Rods race at the top ovals that Spedeworth/Incarace and Associated Tracks have. The ultimate objective is for the Classic Hot Rods to continue to enhance its popularity amongst fans via its series of Championship events and to continue its heightened exposure in the media.

When drivers join the championship they will be encouraged to support the majority of the CHR events which will be competed over dates in England, Scotland, Ireland and Northern Ireland.

All drivers, from England, Wales, Ireland, Northern Ireland and Scotland, are required to licence with INCARACE. Licences are £75.00 (1st January to 31st December)

Each race event booking is charged at £25.00 per licenced driver.

Experienced oval racing Hot Rod drivers will do a minimum of one meeting from the rear unless four new tyres are selected in which case it must be three meetings from the rear. Other drivers will be considered upon their ability once on track.

The final preparation of cars is paramount; they should be maintained and presented for racing to a high standard and if damaged should be repaired accordingly prior to racing at the next meeting.

Any racing contact will be monitored carefully and strictly controlled – competitors should be aware that persistent/unnecessary contact may result in licences being revoked.

The cars will look like Hot Rods from the 1960's/1970's, and their engines should sound like cars of the period. It is our aim to encourage a variety of types of car to appear. However, hatchbacks and other cars belonging to the later 'hybrid era' (eg: Mazda 323's, Toyota Starlet's, Peugeot 205's etc are **not** permitted). This is with the exception of the Ford Fiesta Mk1 (front wheel drive only), Talbot Sunbeam and the Vauxhall Chevette as these hatchbacks were produced prior to, or in 1977.

Ultimately, all types of car used are at the discretion of Spedeworth/Incarace, and must be in

keeping with the spirit of the formula. The fact that a car "existed" in road going form during the period this formula represents, does not automatically mean it will be accepted for racing.

Any enquiries regarding the building or modification of cars not covered by these rules, must be approved by the Promoters INCARACE (contact details below), BEFORE they are built.

THE DRIVER

As a full fledged competing formula, Classic Hot Rods has captured the imagination of the discerning and lay fan. The appreciation of retro cars stunningly prepared and raced on a knife edge is obvious and standing amongst fans, it is a delight to hear and see the enjoyment the fans have for the racing.

However, Classic Hot Rods are not just any formula. In CHRs there is more to it than racing at any price to win. These cars are beautiful, expertly built and prepared. They are rare, they are valued.

They need to be treasured. Drivers who invest significantly to compete in this formula – historic National Hot Rods - has a responsibility. Classic Hot Rods are the short oval equal to those Historic cars that race at Goodwood. A responsibility to the cars, to fellow drivers and a responsibility to the show and the racing spectacle that all drivers in the class are putting on for the fans. They want to see close fast racing, but they do not want to see these exceptional cars wrecked. Clearly a responsible, 'old' head on shoulders is expected.

Drivers in this formula need to bear this in mind. They have a duty of care when they enter the arena. Significant progress has been made raising the profile of CHRs. More drivers being actively encouraged to join the class, investing significantly in the process of building an eligible car.

To ensure the continued success of this formula, that all drivers have invested their love, dedication, time and money in, the right balance of the desire to win with awareness of all others on track will always be essential. As a consequence, there is no prize money for winning in Classic Hot Rods.

Any promotional purse will always go towards all attending drivers as a group. Specific financial prizes and trophies will be orientated towards the 'The Star is the Car' ethos, for the best looking car of the year, the best sporting driver, the traveller of the year etc.

To be a successful driver in Classic Hot Rods, a driver needs far more than great ability and a competitive race car. He/she needs more than the ability to win, they need the right attitude. There is one word that sums all of this up. RESPECT. Classic Hot Rods is more than a formula, it is a family. Drivers and fans need to appreciate and respect each other and a driver's ability and each other's race cars.

With this in mind Classic Hot Rod formula will truly be 'The Hottest Stars in the Coolest Cars.'

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard parts.

Unless these rules state you can do it, you CANNOT DO IT.

Cars, Engines and Fuel will be checked on a random basis and all drivers must be prepared to have their engine stripped for examination at any time.

If the driver does not have the expertise to do it, then he/she must provide someone to do it for them. Refusal to allow the engine strip may result in a ban of up to one year from all formulas.

Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension.

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited.

It is the driver's responsibility to check the legality of their own car prior to competing.

NB: Drivers are reminded that scrutineer checks can be carried out at any time. If parts are suspected of being illegal, make sure you leave them with the promotion if you do not agree. If you refuse it will automatically make the parts illegal. It is the responsibility of the driver to prove to the promotion that the part is legal by the way of written proof of where the part originated. This must be done within 7 days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

SCRUTINEERING

Arrival at the Raceway is required a minimum of 1 hour before the advertised start time to allow scrutineering to be carried out. You need to present your car to the scrutineering area to be checked, as soon as possible after arriving at the raceway. The driver must accompany the car, complete with racing overalls, crash helmet, race suit and race licence.

POST RACE CHECKS

Drivers must make their cars available for post-race checks when instructed. It is normal for cars to be checked at Championship meetings especially both top three places and at random. Please be aware of this. Failure to make your car available could result in your car being removed from results.

CONDUCT, RULES OF RACING, MEETINGS, POINTS AND GRADES

ON TRACK CONDUCT

There exists a **zero tolerance** approach on avoidable contacting Classic Hot Rod Racing. If you run into the back of someone and that contact was avoidable then penalties will be incurred – the minimum penalty will be a race exclusion - an immediate black flag. Deliberate contact - in the opinion of the meeting steward - will be dealt with severely with penalties ranging from an immediate exclusion from racing for the remainder of the meeting to a racing ban, the length of which would be determined by the severity of the conduct.

The use of the **Blue Flag** is strictly administered – in the application of this rule the Blue flag means 'Hold your line.' The Blue Flags will be shown to a driver on two consecutive laps if the Steward considers his driving line to be detrimental to a faster driver seeking to pass. If the driver does not heed the Blue Flag, he/she will be issued with the Blue and White Flag. This indicates to the driver that he/she **MUST** give up his/her place. If a driver still does not comply then a Black Flag will be issued disqualifying him/her from the race and the driver **MUST** retire from the race immediately.

OFF TRACK CONDUCT

Drivers are responsible for all people connected with their team. Any action that brings the sport into disrepute will be dealt with by the promotion, and the appropriate sanction, such as bans or fines will be issued.

MEETINGS, RACES, POINTS AND GRADES

- 1) Booking in. Attendance to be confirmed by no later than 5pm Thursday prior to race day. Any later bookings will result in the driver not being included in the official grid - thus starting from the back.
- 2) Points scoring. Heats: 8.7.6.5.4.3.2.1. Finals: 16.14.12.10.8.6.4.3.2.1
- 3) Grade periods. Meeting to meeting.
- 4) Grades. International Series Points Champion: **Silver Roof**. Domestic Series Points Champions: **Silver Stripes**. National Champion. **Gold Stripes**. Star Grade (**Red**). A Grade (**Blue**). B Grade (**Yellow**) C Grade (White). Novice (Black)

GRADING

The grades are determined based on a drivers average, which is simply calculated by dividing the total points scored by the number of meetings raced.

A meeting is deemed to have been raced when a driver has taken at least one green flag. For example; if a driver blows up in practice and doesn't take a green flag as part of a race, then that does NOT count as a meeting.

The number of drivers in each grade will be decided by The Official Grader.

Drivers can be upgraded a maximum of two grades at a time but can only be downgraded one grade at a time.

If a driver attains Points Leader status in a season, the lowest grade he can drop to is 'A grade' (blue) If a driver attains star grade in a season, the lowest grade he can drop to is 'B' (yellow).

All Novice drivers (AND drivers returning after over twelve months) have to start at the back for their first three meetings mandatory.

Note: Graded roof colours are not necessary with the exception of **Major Champions**.

All Drivers register with Spedeworth/Incarace and must declare the Domestic Points Series they wish to compete in. IE: the English, Irish or Scottish Series. Drivers will only score points in their chosen series but are welcome to race 'away' when they wish to do so - so long as it is not at the detriment of a 'home' meeting.

5) Grids and Race Winners.

The starting positions for a graded grid shall be determined by current points standing prior to that meeting. A Heat Winner will start the next race at the back of his current grade. A double heat winner will be automatically upgraded for the final at non major championship meetings.

6) Starts.

Heats: Rolling

Finals: Clutch starts when dry. Rolling when wet (Declaration made by the meeting steward to drivers clearly prior to the start of the race)

7) MEETINGS.

Meetings to be sensibly spaced for the benefit of drivers in all countries.

8) MAJOR CHAMPIONSHIPS.

All Singular Major Championships are to be SOLUS dates. Major Championships will format via qualifying heats. The first heat will be a non-graded, drawn grid which is reversed for the second heat. The points scored create the grid for the championship race.

9) MINOR CHAMPIONSHIPS.

There will be a new lining up system within all grades, were the drivers in this grade will pick out of the hat at the drivers briefing for a reverse grid format amongst there grade within the heats. The points scored create the grid for the championship race.

POINTS CHAMPIONSHIPS.

A) INTERNATIONAL SERIES POINTS CHAMPIONSHIP.

Points are gained at the six Major Championship meetings in the season - the top points scorer will be declared the International Series Points Champion and wears the all Silver Roof the following season. (See Appendix)

B) DOMESTIC SERIES CHAMPIONSHIPS. Held as a separate series in England, Ireland, and Scotland. Held season long, drivers will scores points in the series they have registered for.

The series winners show their status the following season as below:

England: 2 x Silver Stripes with Red border. (See Appendix)

Ireland: 2 x Silver Stripes with Green and Orange border. (See Appendix)

Scotland: 2 x Silver Stripes with Blue border. (See Appendix)

MAJOR CHAMPIONSHIPS

C) NATIONAL CHAMPIONSHIP. Held annually for the right to wear 2 x Gold Stripes. (See. Appendix). QUALIFICATION: all drivers need to have competed in TWO in season meetings prior to the National Championship in order to be eligible for the draw. If they have not done so, they must start at the back of the grid in every race on the day.

D) IRISH OPEN. To be held annually in Northern Ireland for the right to where the red and white chequered stripes. (See Appendix)

E) IRISH GRAND PRIX. Held annually in the a Republic of Ireland for the right to wear the green and gold chequers. (See Appendix)

F) SCOTTISH OPEN. Held annually in Scotland for the right to wear 2 x Blue and White Stripes. (See Appendix)

G) BILL MORRIS MEMORIAL ENGLISH OPEN. Held annually at Hednesford for the right to wear 2 x Black and White Chequered Stripes. (See Appendix)

H) BEST IN BRITAIN. To be held annually at the end of the season for the right to wear a Red, White and Blue Stripe. (See Appendix)

Minor Championships.

I) Midlands Championship.

J) East Anglian Championship.

K) Southern Championship.

L) The Cock O'the North Championship.

THE CAR

1 – TYPE AND BODY

Any unusual cars will need permission from INCARACE. NO Space framing is permitted. Bodies must be steel. Bonnets, front panel (which MUST remain a separate item), wings, doors, wheel arches and boot lid may be aluminium or fibreglass, but NOT Kevlar. Fibreglass "flip fronts" on Minis are allowed. No side skirts. No aerofoils or roof/tail wings may be fitted, with the exception of a small boot lid lip spoiler and the small type front small spoiler. Any appendage found to be excessive, or not in the spirit of the formula, the driver will be instructed to have it removed.

The Mk2 Ford Escort and Vauxhall Chevette is permitted to use the X pack wheel arch kit. The kit may only consist of the rear quarter panels, the two front wings and a lower covering front panel incorporating the front splitter. The standard RS 2000 nose cones is also permitted.

Full 'wrap around' fronts are NOT permitted.

Droop Snoot front ends are permitted on the Vauxhall Viva.

NO holes are permitted to be cut in bodywork EXCEPT in the grill and bonnet area to aid additional cooling.

Panels that are damaged beyond reasonable repair and/or where there is no aftermarket replacement, these panels/parts maybe replaced by a fabricated self produced copy made from the same material as the original, same thickness and of the same shape. These replacement panels must be attached in the same way and in their original position.

Door apertures may not be changed or reshaped and the aperture must accept a standard original manufactured panel even though an outer door skin is being used for the door covering.

The body shell sill panel and chassis with floor must be fitted as produced and may not be reduced in depth or length either in fitment or by wear and tear. (Technical Scrutineering will have templates to check the specification/conformity of the body).

Front turrets that have to be modified to fit a different type of leg must be fully made of tin and as close to the original as possible. All turrets can be supported from the rear and the side of the roll cage in roll cage material tube.

The wheelbase must be to standard manufactured specification to plus 50mm.

The body must not be cut and lowered, narrowed or shortened.

To determine the most rearward position of the engine, this is defined by a measurement from the V groove of the centre of the lower edge of the front windscreen to the rear of the engine block and all engines and gearboxes must be in the centre and upright.

MK1/MK2 Escort. 10 inches (254mm) Ford Anglia 9 inches (229mm)

Vauxhall Chevette 11 inches (279mm) Austin A40 7 inches (178mm)

For any other models, a calculation will be made by the Technical/Inspecting Scrutineer. This calculation will take in to account the wheelbase of the car in relation to the above measurement set and the front and rear axle weight.

The Technical/Inspecting Scrutineer's decision will be final and it will then be documented in forthcoming regulations.

Body width will be a maximum of 71 inches effective from the 1st January 2022.

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 mild steel only.

All nuts and bolts are not permitted to be lightened or drilled but maybe cut down flush to the nut.

Panels must be specified in the rules and must not contain Kevlar with the exception of the drivers' door. This is to be enforced. If the x-pack panels are fitted the original rear quarters must remain in place. If they are removed, they must be fitted again by 2022. This is to provide time for the removed panels to be refitted. If we find that there is a major problem this can be discussed throughout the 2021 season.

Any new build cars can only use the Spedeworth fabrications panel kit.

Just a reminder to all drivers that any new panels cannot be supplied by Boss Panels as they are not a registered panel provider.

ELIGIBLE CARS



Classic Fords modified
RETROFORD
Supporting Classic Hot Rods

The Toyota Starlet body shell will not be considered for the foreseeable future.

2 – WEIGHT

The minimum weight pre-race/post-race for all cars is **730Kg** with the exception of the Mini and Imp which is **575kgs**. All weights are exclusive of driver. The maximum right hand side weight is 52%. A Car can be weighed at any time during a race meeting.

The promotion reserves the right to revise these weight limits if one car/engine combination appears unduly advantageous. Additional weight will be added at the direction of the promotion.

INSIDE WEIGHT INFRINGEMENTS

First Occasion Sanctions

If you are checked and over the 52% but under 52.5% on your first offence you will lose all points/monies due on the day and receive a final warning and loaded for the day.

Anyone over 52.5% on their first check will receive an automatic one meeting ban and loaded immediately with loss of any points or monies due (if applicable).

Second Occasion Sanctions.

If you are found to be over 52% but under 52.5% you will receive a one meeting suspension from your registered promotion and will not race anywhere else until this has been served. All points/monies due on the day will be forfeit.

If a driver is found to be over 52.5% the penalty will automatically be doubled, or possibly carry a longer suspension. Checks will be carried out at any time.

UNDERWEIGHT INFRINGEMENTS

Car Underweight by: Penalty

0.001kg – 1.0kg One month ban.

1.001kg – 2.0kg. Two month ban.

2.001kg – 3.0kg. Three month ban.

3.001kg & over. Six month ban.

All infringements and sanctions will be recorded in the driver's log book.

3 – ENGINES

Engines must be kept in the centre line of the car from side to side and in original upright position.

PERMITTED ENGINES

A) THE FORD KENT ENGINE. (Permitted in all cars.)

Ford Kent pushrod engine is permitted to the following specifications:

The engine is limited to 1700 c.c.

Both cross-flow and pre-cross-flow motors are permitted.

NO BD or Lotus or Siamese blocks are allowed, however the use of the 1500 block with a cross flow head is allowed.

Cams are free.

Steel crankshafts and con rods are allowed, lightening and balancing is allowed.

Vernier wheels are allowed.

Offset dowels are allowed.

Duplex timing chains are allowed.

Cylinder heads must be of cast iron with only two valves per cylinder – otherwise free.

Rocker gear may be modified, although roller rockers are not permitted.

Steel rocker posts are permitted.

Any type of modified push rods are permitted.

Manifolds are free.

Carburettors can be 40, 45, DCOE Webers (or Dellorto equivalents).

The maximum choke size is 32mm

Only side draught carburettors may be used.

Dry sump systems are allowed.

B) THE PINTO. (Permitted in all front engined, rear wheel drive cars.)

The 2000c.c. S.O.H.C. Ford ("Pinto") engine is allowed to the following specifications:

A maximum overbore of +60 thou is permitted.

Cylinder blocks may be 'decked'.

Any crankshaft up to Cosworth (steel coated) specification is permitted, although the stroke must remain standard.

Steel con rods are allowed, with competition bolts/studs and nuts, lightening and balancing allowed.

Pistons are free.

Cylinder heads must be original (i.e. cast iron) but may be modified by skimmming, porting and polishing.

Head gaskets are free.

Valve guides may be replaced by the phosphor bronze type.

Valve sizes are not to exceed 45.5mm inlet and 38.1mm exhaust.

Vernier wheels are allowed.

Camshafts are free.

Manifolds are free.

Dry sump systems are NOT allowed.

The maximum carb size will be 45 DCOE Weber or Dellorto equivalent, with a maximum choke size of 32mm.

ALTERNATIVELY, a standard Pinto head (UNMODIFIED) on the above specification is permitted with a maximum choke size of 32mm.

Distributors and ignitions are free however, these must not be mappable.

GENERAL POINTS FOR THE KENT AND PINTO ENGINE.

Wet sumps may be baffled and pick-up pipes may be modified. Oil coolers are permitted, but for safety reasons, must not be fitted in the windscreen aperture. Ideally, these should be fitted within the engine compartment, although if this is not possible, fitment within or near the rear window aperture is permitted.

No superchargers, turbochargers or any other kind of forced induction, twin overhead camshafts or fuel injection allowed. No nitrous oxide or water injection.

A metal catch tank (minimum 1 litre capacity) which accepts surplus oil or fumes from the engine is to be fixed in the engine compartment with a hose or similar, conveying this oil from the engine into the tank.

Hillman Imp: The Ford Kent 1700cc Push Rod engine may be fitted into the Imp.

Transmission via a Ford Fiesta gearbox is permitted. All other modifications as detailed for Ford's are permitted.

The 1200cc Coventry Climax engine is not permitted.

BLMC Mini: No engine may be used which in over bored form exceeds 1430cc. All engines must be based on original BMC A-series stock blocks, i.e. Cylinder heads must either be of the three-two port, side draught BMC design or may be of the cast iron seven port Mini Sport design, with four inlet and three exhaust ports, or the Arden 8 port head. These must remain of eight valve configuration only and use valve sizes not exceeding 37.7mm inlet and 31.0mm exhaust. Springs (not exceeding 220lb high lift specification) and valve gear must be as manufactured for use with this head by Mini Sport. These heads must bear the casting mark HEDMS 5034UL or (5030, 31 etc.) if the lesser specification head is used. Other downdraught or multi-port heads such as those manufactured by Arden (either 8 or 12 port) are NOT allowed. 'Split' Weber carburettors are allowed. Minnow or Reece Fish carbs. are NOT allowed. All other modifications as detailed for Ford's are allowed.

The Ford Kent 1700cc Push Rod engine may be fitted into a Mini, but must remain front wheel drive. Transmission can be either Mini (via an adapter plate) or Fiesta.

C) THE ZETEC (Permitted in all authorised cars except Mini.)

The only permitted Zetec Black top engine is the Ford 1988cc, 16 Valve engine in its 136PS form (codes NGB EDDA-G EBBC EBBB EDBA EDBB) with nominal bore 84.80mm and stroke 88.00mm. Or new standard un coded Ford replacement complete engine. Production tolerances are permitted providing the total swept volume does not exceed 1989cc.

GENERAL

Engines will be mounted upright, and aligned fore and aft in the chassis.

The addition of any material be it metal, plastic, or composite etc. by any means be it welding, bonding, encapsulation or encasement to any component is prohibited.

However, specific repair of the mounting points of the cylinder block to the transmission or chassis is allowed, whilst other casting repairs may be allowed with prior written approval of Spedeworth.

The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with, or which do not support, any moving parts of the engine or its compulsorily retained accessories is permitted. Freedom granted to any fastener does not allow for freedom to move items relative to each other. For components that are granted the freedom for the fitment of a key or dowel, then material may be removed to allow the fitting of the key or dowel.

Only one hole or keyway per component is allowed.

The use of thread locking compounds is permitted.

Gaskets are free however, no competition gaskets are permitted.

Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected. The expression 'Standard', 'Standard production', or similar expression is deemed to imply that the part has been manufactured by Ford, or a Ford Motor Company Ltd. authorised sub contractor, for specific use on a specific model of the engine.

Any machining marks on cast components resulting from manufacturing procedures will not cause disqualification. Only machining and component preparation carried out by Ford Motor Company Ltd., or by a Ford Motor Company Ltd. authorised sub-contractor is allowed unless otherwise specified.

Any production deburring or imperfection removal during initial manufacture may not be modified or extended.

The scrutineer's decision will be final if a dispute arises regarding the amount of tool, or other marks that are evident in any particular component.

The exterior surfaces only (of the complete engine assembly) of ferrous parts may be protected by paint or similar means.

No internal component or surface may be coated by any protective finish. No aluminium components may be protected. This paragraph confirms previous and future statements that no rework may be carried out on any component unless specifically authorised by Spedeworth.

The engine and associated parts must remain exactly as produced by the Ford Motor Company unless expressly detailed in these regulations.

If the regulation allows a change, then that authorisation would allow the change to be carried out.

However, any statement defining minimum weight or dimensions does not grant permission for rework to obtain these minimum values, unless carried out in accordance with these regulations.

Only Ford standard parts (Parts manufactured by Ford or a Ford Motor Company authorised sub-contractor) specifically for the 2 Litre "Blacktop" version of the engine can be used in these formulas. No treatment that alters in any way the surface finish, hardness, or other property of the original production component is allowed.

The only exception to this is any deposit derived from the lubrication and combustion processes naturally occurring during the running of the engine. Spedeworth reserve the right to prohibit the use of specific components introduced as production changes, if in the opinion of Spedeworth, they are deemed to have a performance advantage. If in doubt contact Spedeworth.

Engine/transmission mounts attaching to standard Ford components must retain the standard dimensions of the boss or other attachment point without modification.

All motor codes, numbers and build specs etc must be visible and un touched.

CYLINDER BLOCK

It is not permitted, as means of repair, to replace damaged cylinder bores with cylinder liners. No machining of the cylinder block is permitted except honing/glaze busting of cylinder bores.

The crankcase breather may be modified, including removal, as long as no air and/or oil escape from this area other than through pipe-work to the catch tank.

Pistons must not protrude above block deck face at any point.

The piston must be a minimum 10 thou down the bore at top dead centre. No decking of the block.

Standard oil dipstick tube and dipstick must be fitted.

It is not permitted to remove or modify the four standard oil spray jets.

OIL PUMP

It is not permitted to modify the standard Ford oil pump/front cover in any way.

CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

It is not permitted to replace valve guides and valve seats inserts.

No work that removes, adds, replaces, or transfers material is allowed on the cylinder head with the following exceptions.

a) Simple cleaning which does not alter in any way the shape of the component.

b) Minimal material removal from the head face to correct combustion chamber volume and/or reclaim head flatness. No internal rework of any combustion chamber is permitted.

The cam cover assembly cannot be modified or replaced.

The oil filler cap shall be sealed by spring/lock wire or similar.

All valve train components must remain standard.

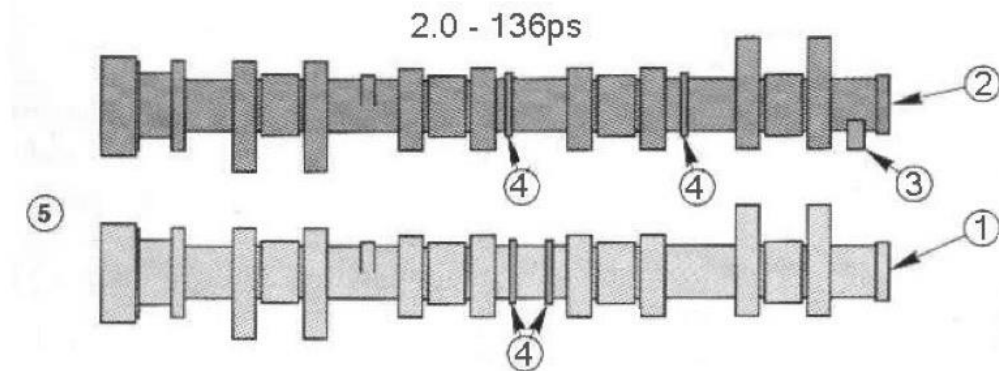
Valves must remain standard Ford supplied items, no re profiling or polishing is permitted.

The original 45° (90° included) seat angle must be maintained.

Standard valve stem seals must be retained.

CAMSHAFTS AND PULLYS

The only permitted camshafts are the standard production camshafts as per picture below.



1 Exhaust Camshaft

2 Inlet Camshaft

3 Cam Position Reference - Inlet Camshaft

4 Identification Rings

5 Driving end (pulley end)

The camshafts must remain entirely unmodified. It must be fully manufactured and ground by the Ford Motor Company. It is prohibited to grind from blanks, regrind or reprofile. Only the production surface finish is permitted. Shot peening, shot blasting, surface treatments or polishing are prohibited. Exhaust and inlet camshafts must not be interchanged.

The only permitted camshaft drive pulleys are the standard Ford items. The cam drive pulleys may be keyed to the camshaft by dowel only.

The sprung loaded cambelt tensioner may be locked or replaced with a fixed item.

1 Exhaust Camshaft

2 Inlet Camshaft

3 Cam Position Reference - Inlet Camshaft 4 Identification Rings

5 Driving end (pulley end)

CONNECTING RODS

Connecting rods must be standard.

Machining/grinding is not permitted to remove metal from the connecting rod or cap.

Polishing is prohibited. Connecting rod bolts are free subject to them remaining in ferrous material, the conrod may not be modified to fit bolts and the minimum weights respected.

PISTONS

Pistons must be standard production pistons unmodified in any way.

All three piston rings must be fitted as intended, piston rings must be standard production items or replacement items to Ford Motor Co. dimensions.

CRANKSHAFT

A standard crankshaft must be used. No balancing is permitted.

Polishing other than the 9 bearing surfaces is prohibited.

Crankshaft journals must remain within Ford positional tolerances if a repair regrind is carried out.

Crankshaft pulley and damper must be retained and un-modified.

Additional drives to water pump may use this pulley, or extra pulleys mounted in front of the crankshaft damper.

It is not permitted to alter the number of bearings or fit bearings of less than standard production width.

The crank journals may be reground for reclaim. Standard oversize and undersize bearings are permitted.

A marker must be fitted which accurately aligns the crankshaft to the cylinder block at No.1 piston TDC. This marker must be visible and fully accessible to the scrutineer's without removing any component other than external bonnet panels, and without removing the engine from the car.

With immediate effect we are going to allow a flat washer in between the crank sensor and the engine block. We are also going to allow a standard pattern part crank sensor which must cross reference to the above engines which are being used.

FLYWHEEL AND CLUTCH

The mandatory steel flywheel supplied by Spedeworth may not be modified in anyway.

Flywheel bolts are free subject to them remaining in ferrous material. No modifications to either crankshaft or flywheel in order to fit is permitted.

Clutch to be standard Ford Pinto based 8.5" (8 1/2") item only. No competition items.

Standard Ford Pinto based starter motor must be fitted.

ENGINE COVERS

The cam belt covers cannot be modified or deleted.

SUMP AND PICK UP PIPE

Oil sump and oil pick up pipe are free.

OIL FILTER

Oil filters are free but must have a secondary fixing.

OIL COOLERS

Oil coolers are not permitted

COOLING SYSTEM

A water based liquid cooling system is mandatory. The standard production water pump and housing must be retained, although drive to the pump, its rotational speed and direction may be changed. The radiator and associated pipes are free.

No other pump may be used to circulate or assist circulation of the coolant liquid. Thermostat housing is free.

ENGINE IGNITION CONTROL UNIT (ECU) AND ELECTRICAL

The only means of ignition will be by use of Ford crankshaft speed sensor fitted to the std manual sensor housing and Ford based ignition coil. No other sensors engine or chassis permitted.

The mandatory engine ignition control unit (ecu) and wiring loom supplied by Spedeworth will be registered to driver and electronically sealed. Neither can be modified in any way.

The engine ignition control unit (ecu) and/or any other ignition components may be exchanged, or electronically interrogated at any time (including the time allocated for practice or testing) upon the request of a designated official from Spedeworth.

It is prohibited to use any other method or component to trigger, distribute or time the ignition. The coil unit may be repositioned, the HT leads to the sparking plugs are free.

Sparking plugs are free, provided they fit the engine without any modification to the cylinder head or the sparking plug and that the sparking plugs place the spark gap in the same position as the production sparking plug within the combustion chamber.



The ECU diagnostic connector must be positioned in an accessible position, allowing the scrutineer free access to it at all times.

INLET MANIFOLD

Mandatory inlet manifold supplied by Spedeworth may not be modified internally. Standard manifold to head casting gasket or silicone based sealer may be used to seal face to cylinder head only. At any point in time Spedeworth can introduce the fitment of a restrictor plate fitted between manifold and carburettor mounting plate of any given size if it is deemed suitable to reduce the output of any engine at any time before during or after any practise, testing or racing. ***The Ford Zetec E 2XDCOE 65mm FZ663A may be used.***

CARBURETTOR

- a. Carburettors can be 40, 45, DCOE Webers (or Dellorto equivalents).
- b. Only side draught carburettors may be used.
- c. Choke sizes are free at the moment once the formula has settled this might change.

IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.

Whilst Spedeworth will endeavour to inform Competitors of any changes of components or specification they reserve the right to do so at any time during the life of these Regulations. The following parts have to be brought from Spedeworth Motorsport

- 1. Inlet Manifold
- 2. Flywheel
- 3. Ignition pack and wiring loom

These are all numbered parts, so to buy these items please call 01252 322934

With immediate effect the maximum price anyone can pay for a Zetec exhaust complete with silencer will be £700 plus VAT, and all Zetec exhausts and silencers in use must be freely available to purchase for that price from a supplier.

From the 1st March 2020, All Zetec engines must be using the Latest spec Spedeworth flywheel & Inlet Manifold not the IKE model. Also, must be on the OMEX ECU & Wiring Loom.

PROTESTS

Protest Zetec Engine Buying Price Announcement

Spedeworth / Incarace would like to announce that the protest buying price for the Zetec engine for Classic Hot Rods will be £1500 plus VAT.

The buying price of the Zetec engine is the price to be paid to buy and protest another driver's engine at a race meeting.

This price does not include the inlet manifold, clutch and flywheel, wiring loom or the ECU.

Spedeworth / Incarace are looking to make short oval racing more affordable for drivers and to encourage more drivers into the sport and we believe that this is another way of achieving this goal. The driver buying the engine can be kept anonymous.

Please note that all of the above rules are subject to change in respect of Health & Safety requirements.

For further information contact INCARACE.

(Address and contact details at end.)

4 – BUMPERS

All original bumpers must be removed as must all brackets. Where a seamed joint is left exposed these must be removed making the area flat. It is not permitted to add any reinforcing of any material behind the front panel other than as original design and in the same material.

5 – BRAKES

Pedal boxes – the only permitted pedal boxes are top swing type. No floor mounted pedal boxes are allowed. It is permitted to fit a balance bar pedal box and proportioning valve in brake lines.

Brakes must be effective on all four wheels, it is permitted to fit vented discs which may be spotted or grooved. All discs must be made of steel.

No four pot callipers are allowed.

Brake pad material is free.

ABS is not allowed, parking brake is not compulsory.

Minis may only use Metro brakes. i.e: four pot cast calliper but no aluminium callipers.

6 – DRIVES

Rear axles must be live Ford English of a maximum width flange to flange of 48 1/2 inch (1231.9mm.) These will be checked and enforced.

The specification is:-

Standard banjo axle case as per Ford production with the optional extended differential cover and mounting brackets.

An aftermarket replacement axle case known as FAB 48 1/2 supplied by Spedeworth Motorsport for any front engine RWD car.

These are the only options.

No axle may be modified to gain more than 3/4° of negative.

Clutch – The clutch is free but it must have drive plates with a minimum diameter of 7.25 inches. The clutch mechanism must only be foot operated except in the case of proven disability. The operation maybe cable or hydraulic.

Differential – housings must be a standard Ford (English) component manufactured in steel. The differential may be fitted with limited slip unit, power lock or spool configuration. The axle may have the rear cover extended to hold more oil. Differential ratio are free.

Half-shaft – replacement shafts may be used but it is not permitted to barrel bore the half-shafts.

Gearbox – Where the vehicle is front engine rear wheel drive the only gearbox permitted is the Ford Rocket in four speed configuration. The gearbox ratios are free. The gearbox internal must be placed in an original steel casting using standard tail shaft housing. Gear selection must be made via the gear lever in an H pattern configuration. Gear lever may be replaced with aftermarket replacement component.

Hillman Imp: Jack Knight or similar transaxles are allowed. Imp's must remain rear engined and rear wheel drive. A Ford BC4 gearbox is permitted when mated to the Ford Kent engine.

Mini: Must remain front engined and front wheel drive. Ford BC4 (mated to the Ford Kent engine), Cooper, Jack Knight or similar gearboxes (mated to the A Series) are allowed but any type of sequential transmission is NOT. Straight cut gears are allowed. Locked or limited slip differentials are allowed. Van or automatic diffs are allowed.

Fiesta Mk1 : Must remain front engined and front wheel drive, with transmission delivered via a Ford BC4 gearbox.

7 - SUSPENSION

Rear suspension.

Rear shocks are to be mounted via rear turrets or alternatively directly from the roll cage. The link bars and lower tramp bars can also be located from the roll cage. The length of the bars are free. **Dampers to have single adjustment only.**

Rear shockers must be any ready shock absorber with a purchase price not exceeding £140.00 + VAT. There will be a provision for any licenced Classic Hot Rod driver to

purchase the shock absorbers from a fellow competitors car for a price of £175.00 inc. VAT per unit. – Introduction for 2021.

Front suspension – All cars (with the exception of those listed below) must be fitted with a MacPherson front strut system. If this system was not fitted to this vehicle as standard then the conversion must be carried out professionally using a chassis mounted cross member bolted into the chassis. This is for the purpose of mounting the steering & suspension. An example cross member would be that of an Escort or a Capri. No space framing is permitted to aid fitment.

All cross members must be Ford Escort / Capri type that can be modified to be wider or narrower to meet the chassis rails. The principle of this rule is to ensure the cross member is not modified to aid the lowering of the engine.

Compression struts or brake reaction rods can be added. **Dampers to have single adjustment only.** Front anti roll bars can be replaced, repositioned or mounted differently but must not be used as a torsion bar.

There will be a provision for any licenced Classic Hot Rod driver to purchase the front shock absorbers from a fellow competitors car for a price of £435.00 + VAT per unit. – Introduction for 2021.

Re-valving of shock absorbers must be done by the original manufacturer.

Hillman Imp: The original concept must remain (i.e. independent all round). Replacement suspension arms may be fabricated from tube but must be mounted in the original suspension pick up points. These replacement arms must be mounted using rubber bushes, i.e. no nylon. Dampers to have single adjustment only.

BLMC Mini: A Mini may use a beam-type rear axle. An X-beam member with the standard radius arms may also be used. The original 'cone and trumpet' suspension may be used. Hydro-lastic suspension may be used. Gas and/or coil-over shock absorbers may be fitted to the front or rear.

Dampers to have single adjustment only.

8 - STEERING

A steering box may be replaced with a steering rack from an alternative vehicle but power steering is not permitted.

9 – HUBS, WHEELS & TYRES

HUBS

Original cast iron front wheels hubs or replacement alloy hubs are permitted.

WHEELS

Any steel or aluminium wheel may be used, with a maximum width of 10 inches.

No wheel centres or rims may be reversed. All wheels must remain standard as manufactured, no machining or adding to the rim.

Wheel spacers are allowed with a maximum thickness of 1 inch. This will be checked and enforced.

No homemade wheel spacers allowed.

Bodywork must cover the top of the wheel.

Minis only: no wheel (front or rear) may exceed 13" (330.2mm) in diameter.

WHEEL NUTS/STUDS

Replacement wheel studs are allowed, they must be a copy of the original specification. No welded in bolts are allowed. The wheel nut must be an open type and have a full nut of thread.

TYRES

Tyre sizes permitted are:

For 2024 the Hoosier H10 is the only slick to be used now, except on the mini or the imp, 4 new Hoosier only can be used for your first 2 meetings then one new tyre there after per meeting.

The Hoosier H10W is now also permitted to be used as a wet tyre.

The Cooper Avon A7. Tyre size 7 x 20 x 13. Code number A514 14160. This tyre is permitted for use on the Imp or Mini. Tyre size cannot be mixed.

No tyre may be buffed, refaced or trimmed by any mechanical device, tyre warmers, space heaters or similar devices for heating or softening the tyre compound are not permitted at any time.

The use of any chemical mixture that is placed in the vicinity of or applied to the tyre that would restructure the compound of the tyre is not permitted.

It is allowed to use hand glove to remove deposited rubber, grit and dirt from the tyres between races.

Tyre 'blow off' (pressure regulation) valves are NOT permitted. This rule applies whether they be of the short or extended type.

A new tyre registered at a race meeting must be used and this will be randomly checked.

TYRE USAGE

A total of five slick tyres and five wet tyres are all that are permitted to be used on race days throughout the event and of those tyres only one slick **or** wet tyre is allowed to be new. The remainder must be selected from those declared at a previous Classic Hot Rod event and the relevant coding and designated numbers have been recorded on the documented tyre sheets registered to that vehicle and in the driver's name. NB: The one exception to this is when a driver is joining or returning to the class: This driver is allowed to register and use all his/her new tyres at his/her first meeting, however should the driver choose to run with all brand new tyres, the driver will be required to start at the back in all races, FOR THREE MEETINGS regardless of the events.

This information must be registered with the Technical Inspector/Scrutineer prior to practise and/or racing.

Each tyre has a unique BARCODE branded one on the side of the tyre wall. This BARCODE must be entered on the declaration form at the time. When this BARCODE is unreadable the tyre can only be used at the discretion of the scrutineer and suitably MARKED.

If the car is involved in an accident or incident which causes damage to the tyres it will be at the discretion of the Technical Inspector/Scrutineer as to whether extra tyres may be allocated for use.

Additional tyres must be on a like for like basis. On the introduction of these tyres the original tyre will be destroyed by drilling through the side wall. Thereafter it is the responsibility of the driver to remove tyres from the circuit.

At certain championships the promoter of the championship may elect to offer the competitors the option of extra tyres, this decision will be made twenty eight days prior to the event.

WETS.

~~Slick tyres are to be cut to the uniform pattern (see photo) by either the manufacturer/supplier OR by the driver in the Avon A7 / A10 compound. If a driver has already registered (OR had 'marked' by a Scrutineer) a non-uniform wet tyre these will be permitted to be used. All NEW tyres must conform to the standardised pattern as shown.~~

~~All wet tyres must conform to the tread pattern shown in the picture. No other patterns are to be used in 2020 and for the foreseeable future. This includes shale meetings.~~

From March 1st 2025 the only wet tyre to be used is the Hoosier H10W, the same tyre rule will apply to these as stated above in the TYRE USAGE section.

TYRE INFRINGEMENTS

The Scrutineer's discretion will determine if a tyre is classed as a used tyre.

If a tyre is found with a wrong or unrecorded number this illegality will result in the driver's

involvement in that meeting being terminated. A further one meeting ban will follow.
Tyre sharing is NOT permitted unless the tyre has been declared to the scrutineer prior to racing and has been used at three previous meetings.

10 – TRACK WIDTH & RIDE HEIGHTS

TRACK WIDTH

Track width front and rear must not exceed 69" (1753mm). this will be measured at the bottom of wheel or tyre (which is observed to be wider). Prior to this check tyre pressures are to be set at 1.4 bars or 20psi and the tyres must be covered with flared wheel arch extensions. Where trailer arches are used these must be gusseted back into the body or rounded off, and they must be symmetrical from side to side and must cover the wheel & tyre.

Track widths will be measured with the view of reducing the width by July/August 2020 with further reductions to be possibly made in 2021.

RIDE HEIGHT

The ride height of the car is the clearance of the chassis rails or if there are no chassis rails the floor area between the front and rear tyres.

The ride height is 3 inches (76mm) This can be checked at any time.

Prior to ride height checks beings carried out tyre pressures can be adjusted to a maximum pressure of 1.4 bar (20psi) in each of the four tyres. Regulation 1 to be applied.

If a wheel and/or tyre is damaged it can be replaced by one of a similar wear and tear prior to checking the ride height.

This test is carried out with no driver in the car

11 – WINDSCREENS & GLASS

No glass is allowed in the window or screen apertures unless it is laminated safety glass, Perspex or lexan. If a windscreen is fitted, ~~working wipers and washers must also be fitted.~~
In any case, no glass or similar material which would restrict access to the vehicle may be fitted to the driver's door.

Perspex or lexan visors are allowed for driver protection.

All other glass must be removed from the outside of the car, and headlamp and all other apertures must be blanked off using aluminium or maximum 18-gauge steel.

An upright metal support must be welded or bolted in position in the windscreen aperture one third of the way along from the driver's side to prevent loose bonnets or wheels entering the driver's compartment.

Mirrors: THREE mirrors must be fitted.

An interior rear view.

A driver's side external door mirror.

A left (passenger) side mirror.

These must not protrude beyond the extreme body width of the car.

They should be of a spring-loaded or shear type.

12 – DOORS, BONNETS, etc.

Bonnets, wings, doors, front and rear wheel arches and boot lid may be aluminium or fibreglass, but NOT Kevlar. Fibreglass "flip fronts" on Minis are allowed.

Bonnet air scoops must be within the profile of the bonnet. They must not stand proud.

Bonnets and boot lids must have a secondary fastener to keep them closed when racing. No wire fasteners allowed. No Aero-catches are allowed.

All doors must be securely closed, and may be welded or bolted shut.

All rear doors must be bolted or welded shut. Where front doors can be opened, they must have a fastener or strap in addition to the door lock to keep the door shut.

All original door pillars must be retained.

An aluminium panel must be placed between the boot area and interior of the car for the purpose of a fire wall.

13 – SEATS

All seating and interior trimming must be removed except the driver's seat, which is free, but must be firmly fixed or bolted down. Seats must also be secured at the top by drilling a hole and fitting a coach bolt through the seat at shoulder level and secured to a steel plate at the rear. No wood or easily broken materials to be used for fixing. The only exception to the above is that a passenger seat may be fitted for use by media representatives or similar. The passenger seat must still be equipped with a safety harness of the same type as that stipulated for drivers. Passengers may not be carried in actual competition.

The seat position is determined by its maximum rearward placement in the chassis from the centre of the rear axle tube to the rear of the seat.

MK1/MK2 Escort 26 inches (660mm)

Ford Anglia 20 inches (508mm)

Any other vehicles will be evaluated by the Technical/Inspecting Scrutineer who will take in to account, in their decision, the wheel base of the model, the position of the front bulkhead and stature of the driver, submitting the vehicle for inspection.

The driver should decide on the vehicle he wishes to use taking in to account his stature and selecting a model accordingly.

14 – FLOOR

Where costs or supply prohibit obtaining original/replacement parts it is permitted to make up new floor and tunnel in CRGP sheet steel material of a thickness of no less than 0.8mm.

Where the chassis rails meet the original floor members these rails must be retained in their original position.

Where the gearbox and axle areas have been modified the replacement material must be steel and a welded integral part of the body shell.

Spare wheel bowls may be removed and plated over in steel sheet. No floors may be modified to create better air flow or vented to create down force.

Floor may be modified to gain better exhaust clearance. A foot plate must be fitted under the drivers feet of 1.5mm thickness.

Four 50mm diameter holes are to be cut in the floor of the boot if the tank is fitted inside to allow any spillage of petrol to escape. There should also be extra holes anywhere fuel might lay, although the total of holes or slots must not represent more than 20 per cent of the boot floor area.

Hillman Imp: the term "boot" employed here, refers to the front luggage compartment.

15 – FUEL SYSTEM

It is permitted to fit the fuel tank in the boot or by the back panel inside the car where the rear seat would sit. It must be covered by a fire wall & the body or the floor must not be cut to lower fuel tank.

All tank filler caps must have a positive means of fixing to prevent cornering spillage.

No rubber push-on caps or similar permitted.

Fuel "cells" (such as those manufactured by ATL or JAZ) or so-called "bag tanks" are permitted.

A fuel shut off tap must be fitted in the fuel line within easy reach of the driver.

Fuel lines that run through the body or underneath must be made of metal and securely fastened.

No rubber or plastic tubes permitted.

All fuel used must be readily obtainable from the common roadside petrol station, maximum octane rating not to exceed Shell Optimax or Super Unleaded.

Hillman Imp: the term "boot" employed here, refers to the front luggage compartment.

All tanks must be fitted with one-way valves within the breather. Breather pipes must terminate below the lowest point of the fuel tank.

Car number and formula must be present on the fuel cap. This can be done via any means providing the scrutineer is satisfied it is visible.

Where the fuel tank and battery are mounted within the proximity of each other, both should have its' own firewall.

16 – COOLING SYSTEM

All radiators or cooling containers (please see separate rule under '3 - Engines' regarding oil coolers) must be fixed forward of the front firewall, otherwise cooling systems are free.

Aluminium radiators are allowed but must remain in the original position.

A single overflow pipe must be fitted. It must terminate within 100mm of the floor and exit behind the right-hand front wheel.

All radiators must have a pressurised cap fitted.

17 – BATTERIES & ELECTRICAL

A maximum of two batteries are allowed.

No oversized batteries.

The battery position is free.

A battery tray/s with adequate clamps must be fitted (no battery boxes).

Batteries must be securely fixed and covered with a rot-proof material if they are not of a sealed type.

Battery must be a minimum of 152mm (6") from the fuel tank.

Batteries being used as ballast are not permitted.

A battery master switch must also be fitted in the area of the rear left-hand window, and must be clearly marked "ON/OFF", or have an Electricity Danger Decal.

As an electric fuel pump is permitted, a switch must be fitted within easy reach of the driver.

A self-starter motor must be fitted, and in working order at all times. A competition starter motor is permitted.

18 – EXHAUSTS

The preferred silencers to be used are either

a) The Simpson Race Exhaust Part No. MS500.

b) Edward Exhaust Spedeworth Part No. EDW21

Any exhaust silencing must be compliant with the environmental permits for the stadium being raced. The environmental officer for the stadium has the right to exclude any car/competitor from a race and/or meeting for infringement of the stadium permits. The officer's decision is final for non-compliance.

The remainder of the exhaust is free and may come out of the rear or the side of the car.

Any part of the exhaust system which passes through the driver's cockpit must be fully covered by a metal shield.

No ceramic coating or any other coating is allowed except heat wrap.

19 – ROLL CAGES

All tubes must be made of steel (i.e. alloy roll cages are not permitted) and to full FIA specification or as detailed below with 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. - One lower bar.

- One dash cross bar.

- Two "chicken" bars in the drivers door aperture and two in the passenger door aperture. Chicken bars to fit between A & B post support down bars and no further. Bars that lay on the sills will not be classed as chicken bars. Alternatively to the chicken bars, a cross-brace design is permitted on the passenger side.





- The roll cage hoop feet **must** be welded to four 3mm thick plates, 230mm square, welded to the floor, or a piece of tube or box (38mm x 38mm x 2.5mm minimum thickness) connecting the front and rear hoop feet, to the sill or floor. If the cage is to be self-built, it must use 32mm (3mm thick) or 38mm (2.5mm thick) tubing.

All joints must be welded over a minimum of 90% of the surface area of the joint. The roll cage may go through the bulkhead and support the turrets from the side and the rear.

The roll cage may also continue to the rear of the car with a protective loop designed to protect the rear of the car and fuel tank from severe impact. Please refer to this photo for example purposes. (**NB:** The loop must be no nearer than eight inches from the rear panel.)

Spedeworth certificated cages are permitted, built to documented specification.

It is important there are no large gaps between any part of the cage and the body shell. Roll hoops and connecting bars must not be dropped from the roof and must support the A & B pillars. It is permitted to move the 'B' pillar hoop rearwards to protect the driver's head, though please bear in mind the seat should occupy its original position.

A 3mm hole must be drilled in the roll bars on the nearside front upright approx. 150mm above the floor and facing inwards so that an inspection can be made of the tube thickness and /or certification disc fitted.

Where more than one size of tube is employed in the roll cage, then this will also have to be drilled in an accessible place to determine the thickness.

Any part of the cage which can come into contact with the driver's body must be suitably padded.

You may strengthen the rear of the turret with 2 bars supported to the roll cage.

Hillman Imp only: The cage may be extended from the dash cross bar to the top of the shock absorber/spring mounts in the "boot" area. The term "boot" employed here, refers to the front luggage compartment. These bars must conform to the same dimensions as the remainder of the cage.

If the seat sits behind the b/pillar hoop a secondary support to the cage must be added. An example of this is shown in the diagrams within this section of the document. If the modification goes to the floor it must be sat on 23cm square plate 3mm (min.) thick. This new section must not be constructed in a way that a drivers helmet can make contact with it.

Material and thickness as rest of roll cage.

FRONT VIEW





20 – PAINT SCHEME, NUMBERS AND SIGN WRITING

The driver's allocated competition number must be displayed on both sides of the car. It must also be on the roof, with the base of the number at the nearside, or on the boot lid. Alternatively, a roof fin plate or pod may be used. The minimum size of numbering (except fin plates) is 300mm high with 50mm strokes.

Any colour can be used providing that it has a contrasting background. They must have a professional appearance.

The colour scheme/design should be in keeping with that of the original period.

The driver's name must appear plainly on both sides of the bonnet or roof curvature, or across the sun visor, and all other sign writing must be confined to the sponsor's, mechanics'

or owner's name. Professional motif paintings are allowed, however, airbrushing is not allowed or a blend of colour graphics. Advertising stickers or transfers are allowed. Stickers, drawings or wording which may be considered offensive are not allowed - the scrutineer or steward's decision is final as to what constitutes "offensive"
No 3D or glitter signage from January 2021.

21 – SAFETY EQUIPMENT

HELMETS

Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.

ADDITIONALLY

Neck braces:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

Fireproof balaclavas:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

Fire retardant gloves:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

SAFETY BELTS.

Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.

An extra bar is to be 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 material specification. Following recent research made by leading safety harness manufacturers, new information has been made available with regard to the best way to fit your safety harness, which will further ensure your safety.

Overalls:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

Window nets:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

Fire Extinguishers:- *Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.*

22 – RACEIVERS

Drivers must use the approved receiver communication system.

This system facilitates communication from the Race Steward direct to the driver via an in-ear headphone system.

The concept of this system is to reduce race damage, from two points of view. Firstly, drivers can be warned of stricken cars on the track to avoid crashed or immobilised cars being hit. Secondly, meeting will make the final decision. Any driver found to have fitted the transponder further forward than the required 1.8 metres will be excluded up from the meeting driver conduct can be monitored 'live' and drivers warned that they are being watched closely or subject to a penalty.

The system must be working at all times whilst you are in your car. If your system is not working for any reason whatsoever prior to the start of a race, then you are not allowed to take part.

23 – TRANSPONDERS

Transponders are mandatory and should be working at all times. They should be fitted 1.8 metres back from the front most position of the car. A hole of at least 6" (150mm) square is required in the floor, with the transponder fitted vertically, just below the hole. In the event of

a dispute with the transponder result, the Steward of the meeting will make the final decision. Any driver found to have fitted the transponder further forward than the required 1.8 metres will be excluded up from the meeting.

24 - CONTACT DETAILS.

INCARACE Limited.
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Fax: 01245 344172

APPENDIX Championship Roofs



NATIONAL
CHAMPION.



IRISH SERIES POINTS
CHAMPION.



ENGLISH SERIES POINTS
CHAMPION.



NORTHERN
IRISH SERIES
CHAMPION



SCOTTISH SERIES
CHAMPION



IRISH GRAND PRIX
CHAMPION



SCOTTISH
OPEN
CHAMPION.



IRISH OPEN
CHAMPION.



BILL MORRIS MEMORIAL
ENGLISH OPEN
CHAMPION



BEST IN BRITAIN
CHAMPION

INTERNATIONAL POINTS CHAMP
----->



REVISED RULES FOR 2025 IN BOLD//ITALIC/RED PRINT
ITEMS MARKED STRIKETHROUGH ARE NO LONGER ALLOWED
2025 Classic Hot Rod Construction Rules & Regulations
Issue 3, Dated 26th June 2025.

These rules are to be enforced with immediate effect.