

2025 Specifications, Rules & Regulations HISTORIC SALOON STOCK CARS



Contents

1. CODE OF CONDUCT / AGE	2
2. TYPE OF CAR & BODYWORK	2
3. DOORS	3
4. FLOORS	3
5. ENGINES	3
6. ENGINES FOUND ILLEGAL	4
7. COOLING SYSTEM	4
8. SELF STARTERS	4
9. EXHAUST	5
10. TRANSMISSION / DIFFS	5
11. STEEL WORK	5
12. ROLL CAGE	6
13. WHEEL RIMS	7
14. TYRES	7
15. SUSPENSION	8
16. FRONT STRUTS	8
17. SHOCK ABSORBERS	8
18. COIL SPRINGS	9
19. LEAF SPRINGS	9
20. STEERING WHEEL / STEERING SHAFT	9
21. WHEELBASE MEASUREMENTS	9
22. BRAKES	9
23. GLASS	9
24. SEAT	9
25. SAFETY HARNESS	10
26. CLOTHING	10
27. HELMETS / EYE PROTECTION	10
28. NUMBERS / SIGN WRITING	10
29. VEHICLE WEIGHT	10
30. FIRE EXTINGUISHERS	10
31. BATTERIES & ELECTRICAL SYSTEM	10
32. ROOF COLOURS	10
33. FUEL / FUEL TANK	10
34. FUEL SPECIFICATION	11
35. RACE RECEIVERS	11
36. DATA LOGGING	11

1. CODE OF CONDUCT / AGE

- The minimum age for new drivers to compete in this formula is 35.
- Racing in a clock-wise direction. The circuit is clearly mark around the infield and your wheels will not be allowed to cross the demarcation line unless you have been spun/turned out by another car or you have to retire from the race.
- You may push the car in front wide to pass it or spin it to the infield only. No turning cars left, No forceful fencing of any type, No following-in, No turning the car around to face the on-coming traffic and attempting to hit them. No attacking cars from the infield this will carry a life time ban from the formula if proven.
- This is a nudge and spin formula and must be treated that way.
- No cheating of any type. These rules are set out by Spedeworth/Incarace and should not be misinterpreted to any degree and if unsure ask.
- If it does not state in the rules you can do it then you can't unless you have written permission.
- If you want to be a world champion or top of the points this is not the formula for you as the only star is the car.
- Any driver winning a race should start at the back of their respective grade for the next race and if they win the second race they will have to go to the next grade for the remainder of the meeting.
- Any driver that has made any changes to anything and that will need permission from Spedeworth/Incarace must have the written permission from Spedeworth/Incarace in a letter and must carry this at all race meetings to which they are competing in to prove what he/she has done is correct and 'word of mouth' will not be valid and you will not be allowed to race so please insist that you get the letter.
- There will be Clutch starts for the final at all meetings.
- There will be different type of races though out the year to bring some fun back to the formula.
- These rules are subject to change at any time for health and safety reasons and will be reviewed on a yearly basis.
- If you are unsure of any of these rules at any time just ask don't just guess.

The Malcom Girling Rule may only be used on championship races which cover a roof grade e.g. World Championship. This is when a car has deliberately been taken out by breaking the rules of racing within the last 3 laps of the race e.g. a car coming off the infield to stop the leader / a car giving a 'head-on'. This does not include a lapped car taking out the leader providing the manoeuvre used is within the permitted rules of racing. If the Steward Of The Meeting decides that the Malcolm Girling has come into effect the result shall go back to when the offence occurred and the leader of the race at that point will become the winner. The Malcolm Girling rule only applies to the driver leading the race.

2. TYPE OF CAR & BODYWORK

- Any Pre` 1970 production rear-wheel drive saloon car will be permitted to race also some sports coupes but please seek advice before building a car to make sure it fits in.
- All car body's must be made of metal.
- Car body's must be in stock appearance and not be cut, lowered, shortened, or altered with the exception of:-
- The boot floor which may be removed.
- You may fit a sun visor and your name must appear on it.
- The bonnet and wings must be separated panels and wings fixed to the car.
- Inner wings must be in place and covering the suspension and steel work surrounding it.
- The front wings may be cut and stretched over the top straight through steel work this will help with front wheel protection while keeping the side profile of the car looking original.
- The removal of the lower front wing front corner, the front and rear valance and the 2 lower side 1/4 panels which fits to the rear valance are permitted but no steel work must be seen at the back other than the rear bumper.
- The Triumph mk1/2 2000/2500 must have their nose cone/front bonnet panel fitted.
- The length and width of the car will be measured to make sure it conforms to standard.
- An original grill is optional to help cover the radiator.
- The floor, foot wells front and rear and bulkheads must be complete and not cut away but you may cut holes in them to allow steelwork through the bulk heads.
- The rear parcel shelf must remain in the original position.
- No Jag, Rover, Escort mk1, Capri mk1, No v8 or v6 type engines. All other parts appertaining to the car must remain standard items unless mentioned in the following specifications or by arrangement with Spedeworth/Incarace with written permission.
- No sports cars or coupes. The only exceptions to the rules at present are:-
- Sunbeam rapier/ alpine, Ford consul capri 315,335, Fiat 125/124 sports coupe 1600 x flow, Toyota Celica ta st 1600 single cam single carb/1600 x flow.
- ***No Japanese manufactured cars are permitted except for the one car that is currently racing and the one car that is currently built.***
- You may run a debris shield in the drivers side windscreen aperture, this must be removable and fixed with ties or tape only.
- You may run a debris shiels in front of the radiator.

3. DOORS

- All cars must have a window net fitted to the drivers door window aperture.
- The window net must be from the 'B' post to the middle of the steering wheel as a minimum requirement.
- All doors must be welded closed with the exception:-
- You may cut the top of the passenger front door to allow the top to fold down on a hinge but this must be fixed closed securely when racing to form a complete door, this rule will be looked at for safety reasons on a regular basis and if a problem is found then doors will have to be welded up.
- The drivers door top may be cut and hinged to open as above but this will only allowed on four door cars.
- You cannot remove the 'B' post from the car.
- You can move the 'B' post back in-line with the roll cage hoop position on the drivers side only to allow access but cannot cut the door if this is done.

4. FLOORS

- The floor, foot wells front and rear and bulkheads must be complete and not cut away but you may cut holes in them to allow steelwork through the bulk heads.
- The exhaust may pass through the bulk head and the exhaust box may be inside the car but this must be totally covered.

5. ENGINE

- The engine must be of the type originally produced with the car and must be of 2700cc or less and be over head valve type unless stated in the rules elsewhere. Over boring to a maximum of 0.060 thou is permitted.
- Engines must remain standard as manufactured to the car being used unless stated elsewhere in the rules.
- Competition Cam Shafts are not permitted. No turbos, superchargers twin side draught carbs or injection system.
- Engine stripping will be carried out only when the promoter or drivers rep/s or scrutineers believe that someone is not within the rules and at no cost to them and refusal from the driver to let this happen will be classed as cheating resulting in a ban and 1st offence of 6 months.
- Any driver will be permitted to have another drivers engine etc stripped as long as he/she is willing to put up the money and pay £125 for a 4 cylinder and £200 for a 6 cylinder and give 1 race notice to the officials at a race meeting and if the engine is found to be legal he will forfeit his money. If the engine is found to be illegal he will get his money back, the parts will be confiscated by the promoter and driver banned after his first warning and if caught again it will be a life ban from the formula.
- If there is a dispute over the part/s then they will be taken, inspected and the driver will be notified of the result as will the driver who made the complaint.
- You may rebuild the engine to road going standard only with no race parts, no porting or polishing, no special machining and be within the spirit of the rules.
- Balancing is permitted. Pistons and rods must remain of the standard type to the engine being used with all the markings but you may balance as long as one rod and piston is in standard format and not altered in any way.
- The cylinder head may be skimmed but valves must remain to the standard size to the engine and no competition type permitted.
- The rocker gear must remain standard to the engine being used. The block face may be face cleaned only and pistons must not protrude above the block face this will be checked for height.
- Engine swaps are permitted to certain cars within the following guideline:-
- Engine must be the same cc or very close to it.
- The engine should be age related, and manufacture related where possible.
- Engine swaps will only be allowed if the driver has exhausted all possible avenues in finding the right engine, and should have written agreement with Spedeworth/Incarace before doing any transplant. This written consent must be taken to every race meeting to which you are competing in.
- The 2000/2500 triumph engine can be used in the 6-cylinder cars but must be used with in the spirit of the rules.
- The Ford 1600 crossflow and BMC 1800 may be used in engine swaps in all cars, but you must have written permission before you can race the car and your car should be within the spirit of the rules. Written consent must be taken to every race meeting.
- The Zetec will be allowed but only in certain cars which is listed elsewhere in the rules.
- No OHC or cam in head engines unless an exemption has been granted and you have it in writing from Spedeworth/Incarace.
- Only OHV types permitted and only 2 valves per cylinder, no v6 or v8's.
- Flywheel and clutch must be standard parts but you may dowel peg the flywheel to the crankshaft. Ring Gear and starters may be changed or modified to allow interchange of engines.
- A weight limit on flywheels will be used as interchanging occurs on cars.
- No alloy flywheels.
- Flywheel weights are set at a minimum and are being looked into so when weights are set you will be notified till then they must remain standard:- Triumph 2000 =20 lbs/9.7kg ,Triumph 2500=26 lbs/11.7kg, Ford 1600 x flow =16lbs10oz/7.3 kg , ford 1600 ohc 26 lbs/11.7kg 1800 Zetec = If your weight is heavier than these you may face or machine but no holes.
- Sumps and oil pickups may be modified.

- Carb/s must be standard to the engine being used the Ford weber 32/36 of all ford engines.
- Triumphs BL 1"3/4 HS6 twin su`s.
- The Twin su carbs 1"1/2 HS4 or ford weber 32/36 on an original manifold will be permitted on the Hillman hunter in place of the Stromberg and side draft carbs.
- No bell mouths or trumpets & no forced air inductions are allowed including air pipes going to front of the car.
- Distributors must remain as produced from the manufacturer and be standard and have the advance and retard working correctly with no changing of weights or springs inside the distributor. No welding inside and no racing types permitted.
- The triumph 2000/2500 may use a standard electronic distributor from the jaguar xj6. This must be standard and have all the advance and retard working.
- You may blank the advanced and retard off with a bit of rubber tube so it can be removed when the promotion want to test it.
- We can add a tube to see if it moves freely without stripping it.
- Electronic ignition distributors are not permitted unless fitted as standard. You may however, now use electronic ignition module and rotor but it must be obtained from Power spark ignition – 01527 889453.
- Engine mounts may be modified and strengthened but the engine must remain in its original position.
- Engine bed x member may be modified or home made for the use of steering box to steering rack conversion only but all the suspension and chassis mount pick up points and engine position must be in the original place with the exception of the passenger side where you can drill a hole further out to achieve negative camber and in doing so must use a standard bottom arm.
- All Triumph engines must be of the same configuration, this means a 2.0 must be 2.0 from top to bottom including the flywheel, the same applies to the 2.5 engine. The only exception, the triumph 2000/2500 may use a standard electronic distributor from the jaguar xj6. This must be standard and have all the advance and retard working.
- The triumphs 621 cam with a lift of 215 will have to be used.
- You may use a ford 1600 pinto ohc in the triumph 2000/2500 mk1/2 as an engine replacement but must be standard with the weber 32/36 carb and Sierra/Cortina exhaust manifold this will be experimental for this season.
- The A60s, Magnettes, Consuls, Zodiacs can use the ford 1600 pinto ohc as an engine replacement but must be standard with the weber 32/36 carb and Cortina/Sierra exhaust manifold as well as the 1800cc black top Zetec engine to see if this helps the cars to be more competitive. 1800cc Zetec engine can be fitted in all models except the triumph, but permission will need to be granted to fit the 1800cc Zetec. Restrictor plates will be trailed so the 1800cc Zetec does not gain an advantage over the 1600cc cross-flow
- Drivers must obtain permission from Spedeworth/ Incarace to run this engine and will be under review on a yearly basis.
- You must use the Spedeworth authorized Zetec kit.
- There will be a drivers buyer limit of £250.00 for the Zetec engine minus carb + manifold, ecu, wiring loom, fly wheel + clutch & the sump & pick-up pipe.
- The 1800cc Zetec must remain standard from manufacture and the exhaust manifold must be the focus banana type or standard cast type only.
- **From the 1st March 2020, All Zetec engines must be using the Latest spec Spedeworth flywheel & not the IKE model. Also, must be on the OMEX ECU & Wiring Loom.**
- All engine covers must remain on the front of the engine.
- You may change the water pump impeller so the water runs in the different direction.
- The water rail should run down the passenger side of the engine/compartament.
- The only carb to be used will be the ford weber 32/36.
- The Zetec cams must remain standard to the engine:- one inlet cam, one exhaust cam.
- You may use a ford 1600 pinto ohc with the weber 32/36 carb and the Cortina/Sierra exhaust manifold but must be standard.
- A 0.5 litre catch tank must be fitted in the engine compartament.

6. ENGINES FOUND ILLEGAL

- If engine or gearbox is found illegal this will be, 1st offence an automatic six month ban from all ORCi formulas, 2nd offence will be a life ban from this formula & a twelve month ban from all ORCi formulas.

7. COOLING SYSTEM

- Radiators are free. Must be within the original position and be of any type. An extra radiator may be fitted within the engine compartment if required (i.e. Heater matrix, or standard pressurized header tank which helps keep engine cool).
- A Kenlow fan may be fitted for extra help cooling.
- Fans - Electrical fans or manual fans can be used

8. SELF STARTERS

- These must be fitted and in good order at all times.
- 24 volt starting system may be used.
- An alternator may be used but the electrics must not work when power key / kill switch is turned off.

9. EXHAUST

- Exhaust manifolds must remain original to the car/engine being used but you can add webbing strength to the tubular manifold on a gt x flow manifold and you may cut the down pipe at the bottom flange joint not up at the manifold end so the exhaust goes through the car.
- Triumph exhaust manifolds must be standard saloon 2000/2500 only. No TR or gt manifolds allowed and the down pipe must remain standard on all triumphs.
- The 1600 pinto may use the Sierra or Cortina manifolds you may cut the down pipe at the bottom flange joint not up at the manifold end.
- Zetec 1800 must use the banana focus type or standard cast manifold you may cut the down pipe at the bottom flange joint not up at the manifold end unless you have written permission for the exhaust to go through the car.
- The exhaust down pipe may be modified if doing an engine conversion and this will be done at the scrutineer/promotor(s) discretion.
- The exhaust pipe must be of original diameter to the car/engine being used.
- The exhaust box is free but must be effective and working to reduce the decibels.
- If the exhaust passes through the car it must be covered with metal and be secure.
- All Exhaust manifolds must remain standard, but you may make the down pipe however, this must remain the same size & shape as the original. This can be made from steel or stainless steel.
- A lambda sensor maybe fitted.

10. TRANSMISSION / DIFFS

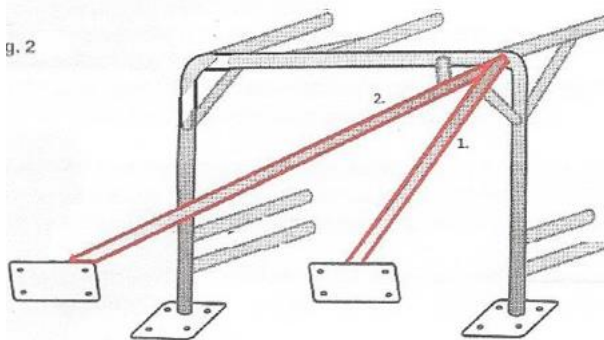
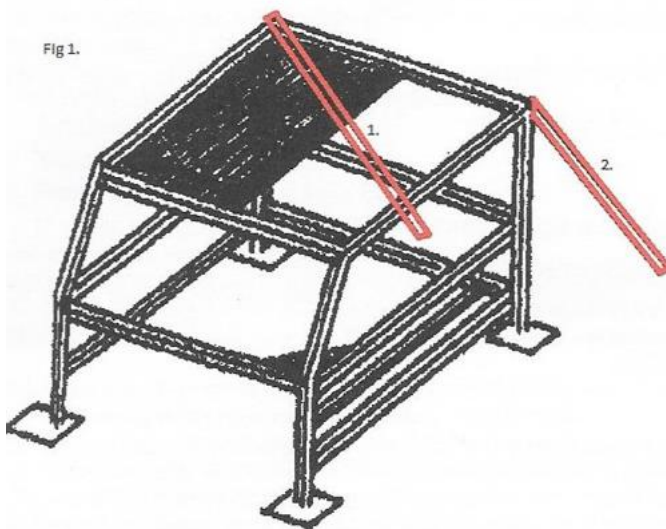
- No 4-wheel drives allowed.
- All diffs must be locked only and be within the manufacturers range for the axle being used.
- No limited slip diffs.
- Gearboxes may be changed within the manufactures range.
- No competition type.
- No straight cut gears.
- No gears must be removed from the gearbox and must remain standard.
- You cannot wire the overdrive unit to work in 2nd gear on overdrive gearboxes.

11. STEEL WORK

- Only two chassis legs permitted 50mm x 50mm (2"x2") box minimum 3mm thick and these are not classed as straight through's.
- All cars that have been built and raced before 2nd September 2007 with 40mm x 40mm chassis legs will be permitted to race and must be able to prove that the car was built then when asked.
- The front & rear bumpers must be 50mm x 50mm box with a thickness of 3mm minimum.
- All new cars must have the 50mm x 50mm x 3mm minimum chassis legs.
- All other ironwork must be 50mm x 50mm or 40mm x 40mm on the inside of the car and be minimum 3mm thick.
- Only two top door through irons permitted which goes from the front bumper to rear and must not be doubled up or have any other metal inserted in them and finish within the boot area and must not go through the rear panel but may support the rear bumper.
- Front bumper must not be higher than the bonnet or wider than the overall width of the car with the exception of a radiator and rope protector.
- Cars must have front bumpers no smaller then 350mm from top to bottom. This should even the contact between cars.
- There must be 2 horizontal bars, and minimum of 5 vertical uprights of 2" x 2" box section, gussets or bumper end plates are permitted.
- The steel may come out of the front wing and must not be any further back than the centre line of the front wheel, this is to allow protection of the front wheel.
- The rear bumper must be a single type bumper 50mm x 50mm, minimum 3mm thick and no double rear bumpers.
- The rear bumper must not be higher than 24" from the ground and no wider than the overall width of the car.
- All iron work must be inside the car and must be 50mm x 50mm or 40mm x 40mm with exception to the roll cage size tube and only the front & rear bumpers and front wheel protection will be permitted to be outside the car.
- Sump Guards are permitted but not to be used as ballast, this will be at the scrutineers discretion.
- No under irons permitted unless being used as a sump guard and must not go past the back of the engine.
- No doubling up of steel work.
- All steel work on or in the car must be symmetrical.
- A front screen bar to stop a wheel hitting the driver must be fitted and be 1/3 to 1/2 way on the drivers side and be a minimum of 1".
- All steel work will be at scrutineers discretion.
- Drivers front passenger front wheel may have 2" X 1" box iron over the front wheel to give the wheel some protection.

12. ROLL CAGE

- A full roll cage consisting of 4 pillars must be securely welded to the floor / chassis. All joints must be welded. Two horizontal bars must be fitted between the driver and the door on the drivers side. These should be at knee height and two bars at the back of the seat one at shoulder height and one lower. These should connect the top through irons and lower door bars and if possible welded to the roll cage. The metal in construction must be a minimum diameter of 38mm (1 1/2") or a maximum of 63mm (2 1/2") box iron or tube.
- This must be a minimum of 3mm thick.
- A door plate must be welded on the outside of the horizontal door bars, must be fitted and be a minimum of 3mm thick.
- A metal plate minimum 3mm thick must be fitted over the driver's head and a centre connecting bar must be fitted.
- Special attention will be taken to the roll cage and if not suitable you will not be allowed to race this is for your safety only.
- Rear support bars are now compulsory. If no leaning cross bar you will need two rear roll cage supports (Fig 1). If you have a leaning cross bar in the rear of the roll cage you only need one offside rear roll cage support (Fig 2.).
- The driver must be inside the roll cage at all time when racing.





- Additional bracing is required to A & B pillar hoops. i.e. to the dash bar and the cross bar behind the drivers seat. This additional bracing must be made of roll cage material.

13. WHEEL RIMS

- Wheels must be a max 6J steel / alloy wheels.
- Any wheels may be used that fit the car as standard and fit securely and steel rims maybe reinforced in the centres by no more than 3mm plate and will be down to the scrutineer's discretion.
- Wheel studs must protrude though the nuts but this will be down to the scrutineer's discretion.
- No wheel spacers.

14. TYRES

- Standard road going Radial and remould summer type treaded tyres only.
- No competition tyres: i.e. Colway, Yokohamas, Weatherspeed etc, mud and snow, any rally type, town and county type, any tyres with winter or all season and any m/s or the ice type symbol marked tyre. No tyres with saw cuts in the tread. No slick or semi versions. No 7.3 Avon's.
- Tyres to be a MAX 185 MIN 60 on a 6 inch rim.
- Tyre gaiters are permitted.
- No tyre softener or any type of additives to be used.
- A durometer will be used to check the tyres and must not be less then 60 duro"s at any time when checked so please check your tyres or have the scrutineer check them before you race or you will receive a ban.

- 1st offence you will be warned and removed from the results, 2nd offence you will be loaded up and removed from the results, 3rd offence will be an automatic three months ban, 4th offence will be a 1 year ban.
- A one make tyre rule will be looked at for the 2020 season.

15. SUSPENSION

- Must be original and standard wheelbase to the car being used and be within the spirit of the rules. No Bilstein's/Lotus competition koni, gaz, etc. No uprating any part of the suspension, no rose joints or adjustable parts etc. With the following exceptions; and all pick up points must be symmetrical.
- The front engine crossmember may be changed or homemade for the steering rack conversion from steering box.
- The front suspension bed may be mounted to the steelwork but must be in the original position.
- The anti-roll bar can only be moved by unbolting and bolting the clamp but please remember the wheel base rule.
- The wheelbase on both sides of the car must be standard + or -- 25.4mm or 1" (This means rather ½" or 12.7mm on both wheels or one wheel standard wheel base and the other one to a maximum of 1" or 25.4mm forward or backwards). When the wheelbase is checked the driver will be asked to set their wheels where they want them & once one side is measured they are not allowed to move the wheels to measure the other side.
- You may cut and weld up the compression strut on a triumph to allow forward or backward movement on the wheelbase but all pick up points must remain in the original position but may be strengthened.
- The passenger side track control arm may be lengthened.
- The driver's side track control arm may be modified but must not have positive camber and caster must be correct to the car being used.
- Suspension pickup points may be strengthened and be symmetrical and not re-positioned with the exception of welding or bolting a plate to the front cross member to achieve negative camber on the passenger side front only and not lengthening the bottom arm.
- The passenger side inner wing may be cut and moved over to gain negative camber but this must be symmetrically in-line with the other side and not lent forwards or backwards and will be down to the scrutineers discretion as some cars will be different because of the different front shocks they use.
- Powerflex / Polly type bushes are permitted and must be the same diameter width and size of the standard rubber type.
- Triumph 2000/2500 must use rear pick up points as pairs, if using MK1 brackets and trailing arms this must be a pair and must be used. If using MK2 trailing arms and brackets the pair must be used not one of each.
- The rear suspension on the triumph MK1, MK2 2000/2500 will be permitted to have negative camber on both rear wheels but this must match side to side. No positive one side and negative the other this will not be permitted.
- A reinforced front hub may be used on the MG Magnet ZA-ZB and the A60 type car only.
- The MG Magnet may have fabricated top and bottom arms but these must be the same size as the originals with the exception of the passenger side bottom arm which may be lengthened.
- The use of the Sierra front hub with shock will be allowed to be used in place of the MacPherson strut but must remain standard and the only modification being you may drill out the pinch bolt hole and use a nut and bolt on the pinch bolt to hold the shock.
- If using the Sierra front legs / struts you must use the Sierra inner wing top and top mounts and these must be the same side to side.
- If using a front Sierra shock it must not be modified in any way and the pinch bolt bracket must remain in place and not moved or modified from standard.
- This rule on the Sierra hubs and shocks will be reviewed at the end of the 2019 season.
- A 6" height rule will now be enforced with the car sitting on hard standing ground and without the driver in the car. The block must be able to clear all under the car with exception on the exhaust, front and rear axels.

16. FRONT STRUTS

- May be strengthened but must be standard length to the car being used and have a cartridge type gas or oil sealed insert. They cannot have a removable top or bottom on the insert and be the same length on both sides and must be a pair i.e. oil on both sides not one oil and one gas and be within the manufacturers range and with no uprating whatsoever and must not be adjustable.
- You cannot move the spring platform from its original position.
- The struts / legs must be the same size / length on both sides.
- You may strengthen the strut top mounts and may interchange top mounts from all makes but must be road going saloon type cars only.
- No specials / no rose joints etc.

17. SHOCK ABSORBERS

- Only cartridge type shocks may be fitted and be oil or gas filled and sealed and cannot have a removable top or bottom also, these must be the same length and must be a pair and cannot be oil one side and gas the other.
- The Cantilever type shocks may be replaced with telescopic type and brackets made so they can be fitted but not adjustable. These must be symmetrical from side to side.

- Triumph / Cortina are not permitted to modify any of the shocker pick up points. You may strengthen them and you must find a standard car cartridge oil or gas shock absorber that fits without any modification to the car or shocker and be a pair.
- The aim of this is to try & make other cars more competitive.
- No adjustable types.
- A one make shock absorber rule is being looked in to for 2020.

18. COIL SPRINGS

- Coil springs are free.

19. LEAF SPRINGS

- These must remain original with the following exception; extra leaves may be added or removed from either side of the vehicle but must not be modified in any way.
- You may fit any leaf spring as long as it is the same length and the centre bolt is retained in the right position as the original spring.
- The Rear spring hangers on the rear of the spring must be standard length, symmetrical and may be fitted to the steel work in the original position.
- You may fit a rear leaf spring helper bar on to the chassis to help with the rear leaf spring twisting / rolling to far over but this must not be in contact with the spring when not racing.
- No lowering blocks of any type.
- Any type of beam axel may be fitted to the leaf spring cars but must be within the body line of the car.
- Rear Leaf springs are free but must be symmetrical either side, the leaf spring pick – up points must be symmetrical from side to side, This will be to the scrutineers discretion as where the pick up points are positioned.

20. STEERING WHEEL / STEERING SHAFT

- The drivers seating position must not be further back than necessary and will be down to the scrutineer if they feel there is no need for the driver to sit so far back in the car. (extending the steering shaft for no reason).
- The steering wheel may be a quick release type.
- The use of wooden style steering wheel is not permitted.
- Steering Racks – No competition steering racks are permitted

21. WHEEL BASE MEASUREMENTS

- The list below is for a standard wheel base and what we will use when measuring:-
- Ford Consul Cortina & Cortina mk 1 -98"- Ford Cortina mk2 -98" Ford Consul/ Capri 315&335 - 99"
- Ford Anglia/Popular/Prefect 100e /Ford Prefect 107e -87" - Ford Anglia 105e/123e - 90:5"
- Ford consul mk2 - 104: 5" - Ford Zephyr/ Zodiac mk2/3 -107" - Ford Corsair - 93" -Triumph 2000/2500 mk1/2 - 106" Hillman Hunter -98:5"-Hillman Avenger - 98" -Standard Vanguard - 102"- Fiat 124 Sports Coupe -95:3"- Toyota ST TA - 95:5" - Austin A60 - 100.25" - MG Magnette ZA/ZB -102" - MG Magnette Farina - 99.25"- Vauxhall Victor FD -102"Volvo amazon 121 122 123- 102"-

22. BRAKES

- These must be effective on 4 wheels and parking brakes are optional.
- A brake servo may be fitted.
- No bias braking of any type.
- No fitting of rear discs unless standard to the car being used.
- No competition brake pads or shoes to be used.
- Vented disc may be used if fitted as standard.
- Callipers must be the same each side with the same size pistons.
- As per drivers request, we will be introducing a brake kit for the Ford axles. This will consist of two calipers, two discs including pads and brackets. This price will be £380+VAT. Please note:- This price includes a £90 surcharge unless old calipers are returned.

23. GLASS

- No glass is allowed in the window apertures or screen.
- You may use a rear-view mirror but this must be inside the car.
- All other glass must be removed from both inside and outside of the car.
- Headlamp apertures may be blanked off.

24. SEAT

- Standard seat is permitted but must have a head rest fitted or have one on to the roll cage.
- Competition types are permitted.
- A bar at shoulder height must support the seat and the seat must be secured to it.
- Seats must be fitted upright & this will be at the scrutineers discretion.
- The seat must conform to its original position and not be more back then necessary.

25. SAFETY HARNESS

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

26. CLOTHING

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

27. HELMETS / EYE PROTECTION

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

28. NUMBERS / SIGN WRITING

- Must be displayed on both sides of the car and must be as large as possible. They must also be displayed on a fin plate measuring 380mm (15") long by 229mm (9") high minimum. All numbers must be 303mm (12") high x 38mm (1 1/2") thick. They must be of professional appearance and be able to be read from the other side of the track. The driver's name must appear plainly on both sides of the car bonnet or roof. The only other writing to be the sponsor's name or mechanic's name(s). Professional motif paintings, advertising, transfers and stickers must be approved by the promotion before being affixed to the car, and contacts and drivers license will be endorsed accordingly. Any sign writing on the roof must be on the drivers name or grading colour. No air brushing permitted as we want the cars to look like 1970's stock cars. All fin plates must be completely white with black numbers only and be a V-shape and in the centre of the roof.

29. VEHICLE WEIGHT

- The minimum weight for all cars must be 1000kg 4-cylinder cars and 1200kg on all 6-cylinder pinto and Zetec cars. There will be a maximum of a 53.00% driver side weight without the driver on the scales being used on the race day when checked.
- If using the 1600 pinto or 1800cc Zetec engine the minimum weight limit will be 1200kg.
- Failing total weight or side weight 1st time will be a warning & removed from results, 2nd time will be a three month ban and the 3rd time will be a year ban.

30. FIRE EXTINGUISHERS

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

31. BATTERIES & ELECTRICAL SYSTEM

- Battery(ies) must be securely fixed and covered with a rot proof material if they are not of the sealed type.
- No battery box only adequate clamps and suitable covering i.e. rubber etc.
- Battery(ies) must be a minimum of 152mm (6") from the fuel tank.
- The battery position must be in the centre of the car by the rear centre line of the rear axle over the diff / prop shaft and a maximum of 2 batteries are allowed.
- Oversized batteries being used as ballast are not permitted.
- A battery master switch must also be fitted in the area of the rear left-hand side rear window and must be clearly marked "on/off" or have an electricity danger decal & this switch when turned off must kill all power to the car.

32. ROOF COLOURS

- Cars will be required to have a 6" inch stripe full length of the roof to represent your roof grade. A driver will be required to adhere to the points chart, failure to do so on the first offence will start at the back of the grid for that meeting. Second offence will result in the driver not being permitted to race at that meeting. The points chart shall still be published the normal way via the website www.spedeworth.co.uk and it is the drivers responsibility to line-up in their correct grade. If a driver is found to line-up in the wrong grade they will be excluded from that race and will start the remaining races from the rear of the grid.

33. FUEL / FUEL TANK

- Fuel tanks must be made of metal or FIA approved & fitted inside the rear boot area, but not below the chassis rails and must be positioned in the centre line of the car from side to side.
- There must be a bar behind the tank and to the rear of the car to stop impact of the tank.
- The floor under the tank must be removed.
- You can enclose the rear boot area but this must be from the parcel shelf down to the floor where the rear of the back seat once sat and not racked forward.
- The tank must have a maximum capacity of 18 litres.
- Fuel caps must be of a metal screw on thread type, no push or twist fit types allowed.
- The tank must have a positive means of fixing.
- The fuel outlet must be from the top of the tank.
- Fuel regulators are allowed.

- An electric fuel pump can replace the mechanical one.
- All fuel lines must be inside the car and be metal /copper.
- A fuel shut off tap must be within easy reach of the driver.
- A breather pipe must be fitted which should incorporate a one-way valve with the pipe terminating below the tank so as to prevent spillage if inverted.
- The tank should not be below the chassis rails.
- A secondary fixing on the fuel feed line is required at the carburettor.
- The only fuel allowed is that from a roadside garage petrol pump – a chart is supplied below.

34. FUEL SPECIFICATION

All Oval Racing Formulae: Permitted fuel specification from 1st January 2008 (this specification supersedes all previous specs).

1. All cars must only use fuel from roadside pumps as defined below.
Petrol (Motor Gasoline of the type on sale to the general public from roadside filling stations) BS 4040 (Leaded) Subject to a valid permit for use. LRG (Unleaded), BS EN 228 (Unleaded), BS7800 (Super Unleaded).
2. Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.
3. Unless otherwise stated, or the distinction is made between leaded and unleaded petrol, major gasoline fuel shall meet the following; Acceptance levels for Octane numbers will be determined at 95% confidence level. Only additives to this motor gasoline fuel solely for the purpose of lead replacement are allowed.
4. Lead Replacement Gasoline, LRG, also known as LRP. Only additives from Sodium, Phosphorous, Potassium, or Manganese according to manufacturers recommendations are allowed. Note; Manganese can enhance octane values in any petrol. Under no circumstances will values in excess of 0.005 grams/litre be permitted.
Lead in excess of EU directive 98/70EC requirements is illegal.
5. We reserve the right to amend the detail of the above specification to reflect any change occurring in the quality of the fuel on sale to the general public at any time.

Roadside fuel consistency when testing fuel samples.

	BS EN 228	BS 7800	BS 4040	LRG/LRP	Test Standard
Motor Oct No (max)	89.0	89.0	89.0	89.0	ASTM D2700/86
Mon (min)	85.0	86.0	86.0	86.0	ASTM D2700/86
Research Oct No (max)	100.0	100.0	100.0	100.0	ASTM D2699/86
Ron (min)	95.0	97.0	97.0	97.0	ASTM D2699/86
Lead (max)	0.005	0.005	0.15		ASTM D3341 / IP362
Lead (min)	ASTM D3237	ASTM D3237		0.005	ASTM D3237 / D3341 / IP362
Density @ 15°	0.720 - 0.775	0.720 - 0.775	0.720 - 0.775	0.720 - 0.775	ASTM D1298/ D4052
Oxygen % max	2.7% w/w	2.7% w/w	2.7% w/w	2.7% w/w	Elemental
Nitrogen % max	0.1% w/w	0.1% w/w	0.1% w/w	0.1% w/w	ASTM D4629/ IP379
Benzene % max	1.0% v/v	1.0% v/v	1.0% v/v	1.0% v/v	EN238
Sulphur	150mg/kg	150mg/kg	150mg/kg	150mg/kg	EN ISO 14596 / ASTM D2622
Olefins*	18% v/v	18% v/v	18% v/v	18% v/v	ASTM D1319
Aromatics*	42% v/v	42% v/v	42% v/v	42% v/v	ASTM D1319

* Olefins and Aromatics values are expressed as a percentage of total fuel.

35. RACE RECEIVER

All drivers MUST use an official Race Receiver.

Any driver whose Race Receiver is not working when forming the grid prior to a race will not be allowed to race, unless it can be repaired before the race start.

It is strongly recommended that you carry a spare battery either in your overall pocket or taped inside your car.

36. DATA LOGGING

- **No data logging is permitted.**

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

**REVISED RULES FOR 2025 IN BOLD/ITALIC/RED PRINT.
ITEMS MARKED STRIKETHROUGH ARE NO LONGER ALLOWED**

2025 Historic Stock Car Technical Specifications Issue 1, Dated 16th January 2025