

SKEGNESS RACEWAY - GT HOT RODS 2025

If it does not say you can do it in the rules, then you cannot do it no matter how irrelevant you may think it is. If you are unsure, please ask or contact your scrutineer, Promoter or appointed official, don't just assume it's okay.

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race.

All car and engine specifications, part numbers etc can be obtained by the Promotion or Drivers Representative Technical Committee.

Cars, engine, gearbox, suspension checks can be carried out randomly at any time on any part of the car, by the Promoter or outsourced scrutineers/engine builders. Any violations or refusal will result in an immediate suspension of all racing facilities. All new cars must have a technical inspection BEFORE being presented to race.

Transponders

Cars are required to have a Transponder fitted and in full working order for lap scoring purposes, these will be the AMB/MyLaps Transponders and the model types can be 260DP, hard wired red casing. If you are buying an X2 Transponder you must get the car one. The kart one won't work on the new system upgrade. Any questions please contact us first.

Transponder - to be fitted in rear footwell and on Corsa C's 4 inches forward

All Drivers must now use a Raceiver, a radio that allows the meeting steward to speak to all drivers. Raceivers are there to aid a driver. Drivers must still be aware of any on track incidents. If a driver cannot hear any radio communications, they must retire to the infield.

Before filling in any licence forms you MUST read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding to the rules stated with this rule book.

1. DEFINITION

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

2. TYPE OF CARS

A right-hand drive, steel bodied saloon or hatchback, all panels, must be of original design. Body shells must remain as manufactured and standard and must retain the original silhouette and cannot be cut or lowered or stretched, original measurements of all window apertures, top of door, skin heights etc must be within 1" of original, i.e. original glass sizes/measurements will be used. (Current and older cars that do not fully comply too the revised 2025 rule book will be drilled and tagged in various places with seal numbers logged, and the Promoter/Scrutineer MAY give you a run-off period to allow the car to carry on racing (maximum of 3 years. They will have the final say). The following cars may be used. They must use the engines as manufactured and must keep to the engine rules. **Vauxhall Nova** (from 2019 no new builds and Novas not allowed in the formula from 2023), Corsa B,C & D, Tigra 1 & 2.

Drivers wishing to race alternative vehicles must contact the Promoter.

The total minimum weight at the end of a race without driver, and any remaining fuel is 700kg. There is also a maximum inside weight of 53% at the end of a race without driver and any remaining fuel with a tolerance of +0.2% only.

To achieve minimum weight only metal may be added and must be welded in securely.

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

A complete firewall must be between the engine and driver's compartment to help protect the driver from the possibility of burns from fire, fuel, oil or water. This must be made of metal and all holes covered, except for minimal size holes for cables, pipes, electrics etc to pass through.

3. ENGINES

Engine head maybe skimmed to a min of 94

Valves must remain standard to cylinder head being used on the 1.4 engine

example SE Head SE Valve, NZ head NZ Valve etc

Inlet manifold must be standard 1400 only, **apart from the Cathedral Port inlet manifold can be used.** No removing or adding material

No machining polishing of exhaust and inlet ports on head or manifolds. Original thickness inlet manifold gaskets must be used.

Inlet water way may be blanked off

Cam standard 1400cc max lift 6.12

Standard Hydraulic lifters only no modifications, shimms or solid lifters allowed.

The waterpump must remain as standard.

Carburetor

Must be Pierberg 20/24. Cold Starts may be removed. Second choke vacuum only. Fuel jets are free, you may drill jet to size. Only modification to be carried out on carburetor – vacuum pipe from distributor may be removed and fitted to vacuum unit on carb and blank fitted to carb where necessary. **Original amount of carb to inlet manifold gaskets must be used including standard spacer block.**

The Needle valve and housing can now be drilled to a max of 2mm

A secondary fixing MUST be used on the fuel feed inlet pipe connection to the carburettor.

The secondary fixing MUST be completely independent of the primary fixing for the fuel feed inlet pipe.

Two throttle return springs must be fitted to the throttle mechanism, not the cable or pedal, they must be securely fixed (not cable ties). The integral spring attached to the cable or small spring on the carburetor body, does not count as one of the required springs.

Ignition System-Distributor

Distributor must be standard manufactured part, no electronic ignition unless its fitted as standard, standard type Bosch modules, Bosch oil filled coils. Motorcraft 7 pin may also be used.

Blocks

Block may be re-bored to +40thou, it also may be skimmed but pistons must not protrude the top by more than 10 thou and remember pistons must remain standard.

Con rods and caps remain standard **but may replace with ARP bolts. No other modifications.**

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

Fly Wheels

Flywheels are free but no aluminium, they may be skimmed.

Clutch plate and Pressure Plate must remain standard. No drilling/machine work of any type is permitted.

There may be occasions when we need to seal engines prior to stripping, therefore all engines must have two head bolts, one inlet manifold bolt and two cam cover / rocker cover bolts and two sump bolts, drilled with a 2ml hole, so we can fit a sealing wire. **PLEASE NOTE:-** If these holes are not drilled and a seal can't be fitted it will result in an immediate suspension of all racing facilities.

OIL CATCH TANK

An oil catch tank (no drink cans or bottles) minimum of at least 1ltr must be connected to the engine breather system and fitted inside the engine bay.

4. GEARBOX AND TRANSMISSION

The gearbox must remain standard as manufacture, apart from you can change and do external modifications to gear linkages/brackets. Standard gears and differential ratios only. No internal modifications of any sort. No competition type gearboxes are permitted.

Diffs may be locked by welding only, the use of L.S.D. Diffs is not permitted, and clusters are free but remain Vauxhall to Vauxhall etc.

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

5. WHEELS AND TYRES

Any standard steel road wheels to a max width of 6 ½" J can be used that will fit without modification. Alloy wheels may be used. If a wheel is not marked with original width (6 ½" J), it can not be used. No machining or modifying of wheels to make fit is allowed. Aftermarket alloy wheels are allowed, but no motorsport or competition wheels are to be used. All wheels must be a 4 stud fixing.

Wheel spacers are not permitted. All wheel weights and centre caps must be removed. All wheel studs and nuts must be fitted at all times.

The only tyres permitted are 175/70R 13 82P Yokohama Blueearth ES-32.

The Kingpin Pacer 175/70R 13 82P, the Kuhmo 175/70R13 82T Solus KH17, the Yokohama Blueearth A3-01 and Maxi tyres are all run off tyres and cannot be used after 2025.

Tyres may be cleaned up. Tyres may not be recut. Tyre softener is not permitted. Tyre gaitors CANNOT be used.

During 2025 the transition to another controlled tyre will be trialled. Tyre testing will be done across all grades (not in championship races) and points will be awarded on averages and adjusted accordingly. Your co-operation and feedback during the testing will be appreciated.

6. SUSPENSION

Front and rear suspension must be fitted as original and in standard manufacture form unless stated differently, this includes front turrets and all rear suspension components and mountings on body shell and chassis points must be in original positions.

The interchange of front hubs, carriers etc using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any kind is permitted.

Slight strengthening may be used to allow for corrosion or weak mounting points.

A strut re-enforcement bar may be fitted to the front top mounting and maybe secured by means of a separate bracket.

Passenger side wheelbase may have a lead of 1inch, this can be achieved by modifying the bottom tie bar.

The wheelbase has to remain standard on the driver's side, which are: Corsa B 244.0cm/96.06", Corsa C 249.1cm/98.07" and Corsa D 251.1cm/98.86". When the wheelbase is measured it's the driver's responsibility to set their wheels where they want them. Once one side is measured, they CAN NOT move the wheels to measure the other side

Back axle must remain in its standard position to manufacturers settings.

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

All coil springs are free (2¼" are permitted but not tapered) and may be cut to lower the car, only 1 spring per corner is allowed and has to be used, (the use of helper springs is not allowed).

Front suspension legs and rear shock absorbers must be standard (gas or oil) as originally fitted to the car.

Rear Shock absorbers must be of the common type i.e. pin fixing at the top, and round bush fixing at the bottom. All shockers must still have original, or after-market part numbers stamped on body, clearly marked, not grinded off, over painted. A sticker does not mean it is correct. NO competition type or GAZ are allowed. Shockers may be removed and tested at any time.

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

Rear coil springs must have a secondary fixing on lower part of spring to axle beam. It may be bolted, metal straps (minimum hose clips), seatbelt/ratchet strap or similar type webbing or a metal cable tether so spring doesn't come out on impact.

The use of a packer between the lower spring platform and the base of the spring is permitted. The preferred use is a aluminium or nylon/rubber fully enclosed disc not open, if metal weld to platform if possible, or fully secured using secondary fixings as above to prevent them coming off.

7. CAMBER

Only the passenger side front wheel may have negative camber with a maximum of and no more than 9 degrees with no tolerances added by either drilling the shocker top mount, elongating the shockers bottom holes or by extending the bottom arm, a longer drive shaft may be used or extend a standard shaft. The driver's side front wheel has to be sat at 0 degrees camber no positive or negative and may be achieved by elongating the shocker bottom holes or using a camber bolt.

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

The bottom arm on the driver's side must remain standard

8. STEERING

The use of quick release steering wheel mechanisms is permitted. No quick steering racks may be used.

Steering arms must remain as standard.

9. BRAKES

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

A working four-way brake compensator valve has to be fitted in the middle of the front bulk head and has to be original Vauxhall type with no modifications (random checks and removal of this item may be carried out any time).

Front brakes must remain standard ie. Equal size calipers and discs each side.

Rear brakes must remain standard equal size drums across the axle.

All brakes must be able to stop the wheel when jacked up and rotated by hand with minimum force (scrutineers decision is final)

No material must be removed from the pads or shoes. No competition brakes of any type are allowed.

The interchanging of front brake calipers, caliper carriers using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any type. The only EXCEPTION is you can slightly chamfer edge of Corsa C caliper carrier. Solid brake discs only, no drilling or groves of any type. You may machine the OD of the brake discs a maximum 10mm only, minimum size of disc is 225mm OD.

10. BODYWORK

Must be complete with all panels and to remain steel all through, the only exception is the front and rear light apertures may be blocked off or left open using fibreglass light blanking covers. Existing apertures (front and rear lights etc) must not be strengthened other than a blanking cover. Doors may be welded shut, if the driver's door is hinged there must be at least 2 fixings to secure the door closed.

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

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

Steel wheel arches can be no wider than 50mm (2"). On the rear and driver's side front only, no part of the wheel/tyre can protrude past any part of the bodywork, a straight edge will be used from the floor up and front to rear. The top of the passenger front wheel/tyre must be inside the wheel arch (not level with it). A spirit level will be placed up from the bottom of the wheel/tyre and the gap will have a maximum and no more than 60mm between the level and the top of the outer wheel arch, there will be a 5mm tolerance to allow for race damage but must be rectified for next meeting.

Side skirts, spoilers, aerofoils must be securely welded or bolted in place, with no sharp edges.

Side skirt bottom must remain open with max of 5 x 25mm x 6 flat braces (no box section), no other re-enforcement. Any replacement panels must remain as standard body panel thickness 20 gauge. Ironwork added to the front or rear and inner wings is definitely not permitted. Bonnet slam panels may be replaced by 1" light gauge box section.

Front panels must remain rounded as original body shape, not square. No additional steel is allowed.

Arches, skirts and sun visors must be fitted.

Cars with tatty, dented, corroded and badly battered panels will not be allowed to race. All bodywork panels must be in a safe condition with no sharp edges and in a presentable manor.

11. BUMPERS

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

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

12. ROLL CAGES

The roll cage must be a minimum size of 1 ¼" OD (32mm) that's 3mm wall steel tube or box section that is 40mm by 40mm that's 3mm wall. No alloy or titanium. All joints must be welded to a minimum of 90% of the joint. All welding must be of a strong adequate standard (if we are not happy you will not be allowed to race) Scrutineers decision.

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

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

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

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

Please refer to the diagram at the end of this rule book.

There must be a minimum 2" clearance between driver's helmet (this includes the peak of the helmet), when strapped in at all points of the roll cage and roof plate.

13. SEATS

Fibre glass seats and other special competition seats are recommended or solid one-piece seats, none reclining, and must be securely fitted. The back of the seat must be adequately supported including well supported so the seat cannot move sideways, a minimum of 6 M8 bolts must hold the seat in position with 4 on the base and provide a strong head restraint otherwise this restraint must be an integral part of the roll cage.

Preferred seat is an intermediate seat.

Driver's seats must occupy its original position where possible and be securely fitted or welded to the floor pan or cradle under the seat, and the headrest must not protrude beyond the rear of the main hoop. If your seat and seatbelts are not mounted safely it is the Scrutineers decision if you are permitted to race.

14. SEAT BELTS

A minimum of (75mm) wide safety belts (40mm sub-strap) are mandatory. This must be a full five-point buckle release harness (including NASCAR type) with sub-strap and must be fitted and bolted to the floor and /or the roll cage. **Anchorage points should be fitted securely using eyelets or bolts 3/8" minimum size using large spreader washers/welded in plates if bolted through the floor.**

Shoulder belts with a sternum protection latch are highly recommended.

The sub-strap must be used at all times, and all belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. a small section of Tubi grip elasticated bandage slid over the hooked buckle serves this purpose.

Special attention must be paid to the condition of seat belts and fixings once fitted. An extra bar is fitted to roll cage behind driver's seat approximately 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

Also refer to ORCi website for correct fitment (details can be found at rear of rule book).

15. SCREENS

All glass must be removed, front screen must have a central bar of 19mm x 19mm or 3/4" x 3/4" SHS welded in place. **A wire mesh panel covering the driver side of the screen is recommended.** An interior mirror must be fitted.

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

16. BATTERIES AND ELECTRICAL

Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid, **and battery terminals must be covered to prevent shorting out with non-conductive material. The use of gel batteries is allowed.** They may be fitted under bonnet, in passenger foot well or behind the driver, but the floor cannot be cut to accommodate them. They must be fitted at least 6" from the fuel tank.

An electrical cut off switch must be fitted and working to the **rear left-hand window** of the car **and be clearly marked.** If the car is fitted with an electrical fuel pump, a switch must also be within easy reach of the driver. Self-starter motors must be fitted and in working order at all times. All wiring must be securely fastened and kept away from fuel lines as much as possible.

17. STOP LIGHTS

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

The lights must be operated by the standard stop light switch as fitted to that particular model of car, no other switches or modification to switches are to be made.

18. FUEL AND FUEL TANKS

The use of BP 102 Octane rated fuel is not permitted.

Only roadside fuel is allowed, the use of additives /octane booster and **fuel scents** are not allowed.

Fuel tanks must be metal/alloy tanks, maximum capacity 3 gallon tank, fitted rear of the driver and must be at least 6" from the battery, **the tank must be securely fitted with minimum 4 M8 bolts** behind an adequate fire wall, 4 x 50mm drain holes under or around the tank. All tank filler caps must be of a secure leak proof metal screw fitting.

Petrol pipes must be of metal covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the centre of the car) at all times, **which has to be clearly marked on/off.**

All tanks must be fitted with a breather system if a car is inverted. ie fuel feed pipe must enter the top of the tank, and a breather pipe must be fitted in the top. **Fuel feed pipes and breathers must exit at the top of the tank and a one-way valve fitted to the breather pipe and must be working at all times (or you will be excluded from the results as random checks will be made).**

A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind the firewall **or fully covered/boxed in.** Any fuel filters to be behind fire wall **or inside engine compartments.** A 50mm steel box section frame must be fitted to protect the fuel tank from a rear impact. This frame must be welded to the rear supports of the roll cage.

Petrol Tank covers

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

19. SILENCER / EXHAUST

Cars must be fitted with the original, **standard exhaust manifold only can be used, no machining, polishing of internals is allowed.** Rough casting must be visible. Standard 2 into 1 down pipe, 1 single pipe to a silencer. The only silencer allowed, (which must not be modified in any way) are SKR Stamped Box available from the Promotion in the Pit Office on race days.

(A run off period for 2025 only you can use the Fordson Major box or the Brisca F2 stamped box).

No silencers can be modified in any way.

The tail pipe must exit rearwards pointing downwards.

The twin down pipe may be cut and twisted to fit around Corsa C subframe, that is only modification available.

A heat-resistant tape may be used on the exhaust manifold and the down pipe in the engine bay.

No stainless (apart from Brisca F2 box) or competition exhaust systems can be used of any type.

NOTES a bespoke manufacture system is being looked at to be developed and used in 2026 (as standard systems are hard to find and stock very limited).

20. RADIATORS

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

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

21. APPEARANCE

The car should be tidy and well painted with the driver's name on the sun visor and all sign writing should be professionally done.

A fin type roof number with figures must be fitted, to be clearly seen by race control. The fin plate has to be white with plain black numbers of professional appearance. Numbers have to be a minimum size 9" high x 1½" wide, with easy readable font, no sparkle or shadowing allowed, or writing in numbers.

22. ROOF/GRADE COLOURS & STARTING POSITIONS

The roof panel has to be in correct grade colour, minimum of 3ft x 3ft square.

Roofs must be in the correct colours as stated below:-

Gold Roof Champion	-	Gold
British Champion	-	Black & White chequered
Points Champion	-	Silver
Superstar	-	Red roof & flashing lights
Star Grade	-	Red roof
A Grade	-	Blue roof
B Grade	-	Yellow roof
C Grade	-	White roof

If you win a heat, you must start at the back of your grade. (The final may be grided).

Champions start at the back of their grade.

The National Points and Gold Roof Champion will start at the back of the Superstar's being the last 2 cars on the grid but starting in front of any novices.

23. DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS

The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves etc), will be retain during the meeting by the scrutineer, Promoter or appointed official and will be returned to the driver at the end of the meeting.

These regulations are located in the "Technical" section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:

ORCi Website Technical Section:- <http://www.orci.co.uk/Content/Technical>

ORCi Website Home-page:- <http://www.orci.co.uk/Home>

These rules may be revised at any time during the course of the season for the benefit of the formula and to ensure competitive racing.

The Promoter has the right to add, modify or alter any rules on Health & Safety requirements.

REVISED RULES FOR 2025 HIGHLIGHTED IN BOLD/ITALIC/RED PRINT

