

Skegness Stadium MD Hot Rods 2012

Definition

This is a non-contact formula. It is intended to be a budget rod formula using a common and readily available car, the Ford Mondeo, the idea is to keep the rules as basic as possible and at an affordable cost.

There must be no contact of any sort. Any driver making deliberate contact will receive an immediate black flag and disqualification with further penalties a possibility.

1. Cars

Only right hand drive Ford Mondeo hatchback or Saloon cars are permitted, no estates. Front wheel drive only. 1992 to 1998 models only.

2. Engine

Only engines allowed are the 1.6 / 1.8 / 2.0 silver top zetec engines in standard form with injection systems and wiring removed.

No Black top engines are allowed.

No 4 wheel drives.

No modifications to the engine whatsoever bore size and stroke must remain standard to the engine size. (Measurements will be added to rules in due course).

Camshafts must remain standard No competition camshafts. 1 x inlet type and 1 x exhaust type per head, any combination allowed but must be of zetec silver top 1992 -1999 origin.

Flywheel and clutch must remain as standard. No lightening of the flywheel.

No competition gaskets allowed.

Aftermarket and Ford modules /ecu permitted but must be ignition only.

Engine mounts and engine position must remain as original.

No turbo's, no fuel injection and no forced induction of any kind.

Radiators are free and must remain in their original position. (No water tanks allowed).

Carburetor conversions must be used, no single or multipoint injections. The only carburetor that can be used is the standard 2.0 litre Sierra / Cortina 32.36 DGV/DGAV weber.

All engine parts not mentioned above must remain as standard.

3. Exhaust System

Only the standard exhaust system can be used and can be cut back level with the driver's seat maximum, this must bring the noise level down to an acceptable level, catalytic convertor must be removed. No competition systems.

4. Carburettor and Inlet Manifold

Only the standard Weber 32.36 DGV or DGVA carburettor may be used. No polishing or reprofiling is allowed. No modifications to the carburettors body or original design. All gaskets must remain standard and original.

Jetting is free.

Dual 38 throttle linkages to open the chokes together may not be used.

Air and fuel galleries may not be enlarged or modified.

Floats must not be modified or weighted and must control fuel flow.

No trumpets are allowed.

The manifold can be purpose made to fit the carburettor to the zetec cylinder head. Adapter plates may be used.

5. Fuel and Fuel Tanks

Only roadside fuel is allowed, the use of additive / octane booster is not allowed.

Fuel tanks must be metal, maximum capacity 3 gallon tank, fitted rear of the driver and must be at least 6" from the battery. Behind an adequate fire wall, 4 x 2" 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 or metal covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the centre of the car) at all times.

All tanks must be fitted with a breather system which prevents spillage if a car is inverted, i.e. fuel feed pipe must enter the top of the tank and a breather pipe must be fitted in the **tank and a one way valve fitted to the breather pipe**. All pipes must be secured

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A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind fire wall. Any fuel filters to be behind fire wall or inside engine compartments. A 2" 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. **The fuel tank must be enclosed in non-flammable material box covering all 4 sides & top and leave the bottom open, with a hole in the top with a cover to access for refuelling.**

20. Gearbox

Must remain standard with no modifications whatsoever.
Differentials must remain unlocked and standard Ford manufactured ratios.
No L.S.D.

20. Suspension

Standard suspension legs and any manufactured Ford Mondeo spring which can be cut to length. One shock/spring per corner. No 2 1/4" springs.
No welding of spring coils, no cutting off locating lugs on shock absorbers, no clamps, no wheel spacers, front and rear strut braces allowed.
Max wheelbase must be no more than 20mm different each side. No adjustable suspension.
NO COMPETITION SPRINGS OR LEGS ALLOWED
Negative camber is allowed with a maximum of 60mm, nearside front adjustment only.
Driveshaft / track rod end may be lengthened to suit, all other wheel positions must remain as standard.
Offside wishbone and suspension leg must remain as standard.

8. Steering

The steering rack must occupy its original position and may be run as P.A.S or dry but must be original Mondeo rack. The steering column maybe modified to suit the driver.

20. Wheels and Tyres

Steel or alloy, max width of 6j.
The only tyre allowed is the 185/65/14, or 185/60/14 Kingpin remould. Same size on same axle. No gaiters allowed. No buffing. No Competition Tyres, Tests will be ongoing with tyres.

20. Brakes

To be original and working on all four wheels. Handbrake is compulsory. No biased braking.
No ABS or 4x4 parts allowed and no competition brake pads or pipes allowed.

20. Seats

You must have a Competition type driving seat with a head restraint. The seat should occupy its original position where possible and be suitably supported at shoulder height and on both sides and back, with a suitable framework or seat stiffeners.
All seats must have a head rest fitted permanently as high as the top of the driver's head and 2/3rd of the width of the back of the seat. The driver's seat should be bolted or welded to floor and adjustable runners should also be bolted or welded.

20. Bodywork

To remain as standard with the removal of inner door panels if required.
Removal of other panels and structural stiffeners is not permitted and must remain original.
No armouring whatsoever. All doors must be secured when racing.
All flammable material must be removed.
All original wiring, dash, glass and interior must be removed.
Original plastic and fibreglass (optional) bumpers permitted. Sunroofs must be removed and replaced with a welded or bolted steel plate.
Bumpers may be attached by using steel or alloy plates 6" x 9" (2mm thick) and 2 per bumper. Head of bolt outwards (no sharp edges).

20. Mirrors

An interior mirror must be fitted. A drivers door 2" x 3" mirror must be fitted, mounted in such a position that it does not project further out than the body, (Must not be able to get knocked off whilst in racing traffic).

20. Rollcages

No alloy roll cage or part cage are allowed. The minimum steel roll cage protection you must have is one front hoop, one rear hoop, one rear hoop cross bar at shoulder height to mount seat brace hoop as a seat support, two roof connecting bars, one dash cross bar, two N/S chicken bars and two O/S chicken bars. The lower bar on the driver's side (if horizontal) should be a minimum of 3" (76mm) above the sill.

The roll cage hoops may be welded 3mm thick pipe along the top of sills. Or the roll cage hoop feet may be on four welded 23cm square plate 3mm (min) thick, or a piece of 38 x 38mm box section, 2.5mm minimum thickness, connecting front and rear hoop feet welded to sill or floor. This bar will not be classed as a chicken bar. All joints must be welded over 90% of the joint. The cage must not protrude through the bulkhead with the following exception. It is permitted to support both turrets from the roll cage with the maximum material and gauge as the roll cage, but the shock absorber must not connect to it. Rear cage bars must terminate at least 4" from the rear panel. All bars connected to the cage must be steel. The minimum thickness of the roll cage are 1 1/4" OD 10swg (3mm) tube 1 1/2" OD 12swg (2.5mm) tube 1 1/2" x 1 1/2" 10swg (93mm) box iron.

No Suspension to be mounted direct to the roll cage.

15. Stop Lights

Either two stop / brake lights or one single stop / brake strip light must be fitted facing to the rear, these should be bright, visible and in good working order at all times.

20. Batteries and Electrical

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

All wiring must be securely fastened and kept away from fuel lines as much as possible.

17. Sign Writing

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

18. Helmets

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

31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC10) sticker

20. Safety Equipment

Neck braces are recommended.

Fireproof balaclavas are **Mandatory** and must be marked accordingly.

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

20. Seat Belts

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

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

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

.Safety equipment Window nets / Ovealls/ etc are all available at the front of this publication.

