

CHAPTER TWELVE GT HOT RODS

This formula is a non-contact and cars should be prepared with a professional racing appearance. This standard is required to be kept up throughout the drivers racing season. Cars with tatty, dented and badly battered panels will not be allowed to race.

1. Definition

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

2. Type of Cars

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

The following cars may be used. They must use the engines as manufactured and must keep to the engine rules. Vauxhall Astra, Nova, Corsa, Tigra.

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

3. Engines

Engine must be in car as manufactured. The 1.4 Astra maybe fitted into the Nova and Corsa. Only 4 cylinder inline 8 valve engines. No 12 or 16 valve engines. No twin cam, no injection, no turbo.

No injection heads allowed. Heads may be skimmed to a maximum of 60thou, minimum head thickness after skimming must not be less than 94.36mm but all other parts must remain unworked.

Cylinder Block....Nominal over boring to a max of 60thou is permitted.

Cylinder Head....Facing of the block on the head gasket surface only is permitted maximum of 5thou.

Pistons....Must remain standard and must not be altered in any way.

Camshaft ..Must remain standard i.e 1400 to 1400, 1300 to 1300.

Standard engines only 1400 cam and head to 1400 block
1300 cam and head to 1300 block

Flywheel.... Lightening of the flywheel is permitted.

Crankshaft...And rod may be lightened by drilling only.

Carburetion....Carbs are free, Vauxhall must use 1.4 Nova, Pierburg 2E3, jets or jetting are free or may be drilled.

Manifolds....Are to be of standard type as fitted to car when manufactured. They must not have any internal polishing or any other alterations.

No additional air induction systems are allowed.

Choke butterflies cold start and economy equipment can be removed but NO polishing of internal parts are allowed.

All Nova and Corsa maximum valve size, 33 inlet, 29 outlet.

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.

4. Transmission

The gearbox must remain standard as manufactured. Standard differential ratios only.

Diff's may be locked by welding only, no L.S.D. Diff's 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 drivers side.

5. Wheels

One piece steel or aluminium wheel of manufactured design with a maximum size of 6 ½" J x 13" is permitted. No competition alloy wheels are allowed. Banded wheels are allowed providing the centre is not moved.

6. Tyres

Remould tyre sizes 175 x 70/13 or 175 x 70 x 14, Hi Q / Kingpins / Motorway.

Novatech tyres are allowed on the rear. Tyre testing is on going.

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

7. Suspension

Suspension to be as originally designed. Spring and dampening rates are free, except use of adjustable type shock absorbers are not allowed. Suspension components can be reinforced but must remain in original position.

Wheelbase inside standard to car. Nearside 1 inch leeway.

Replacement leg must be standard, oil or gas. No competition types i.e. Leda or GAZ.

Rear axle must remain in original mounts and original holes, No additional holes allowed.

8. Steering

The use of quick release steering wheel mechanisms is permitted.

9. Brakes

To be original and to work on all wheels. Handbrake is compulsory and working.

10. Bodywork

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

Wheel arches must cover the outside edge of all four wheels. Side skirts, spoilers, aerofoils must be securely welded or bolted in place, with no sharp edges. Any replacement panels must remain as standard body panel thickness 20 gauge. Ironwork added to the front or rear is definitely not permitted. Bonnet slam panels may be replaced by 1" light gauge box section. Front panels must remain rounded as original body shape, not square. **No additional steel is allowed.**

Arches, skirts and sun visors must be fitted.

Any vehicle with a modified front bumper or 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.

11. Roll Cages

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 hoop feet must 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 1¼" OD 10swg (3mm) tube 1½" OD 12swg (2.5mm) tube 1½" x 1½" 10swg (93mm) box iron.

12. 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.

13. Screens

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

A driver's door mirror 2" x 3" must be fitted 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).

14. 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.

15. Stop Lights

Two brake lights must be fitted at the top of the rear screen aperture.

16. Fuel and Fuel Tanks

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

Fuel tanks must be metal or FIA approved with a maximum capacity 3 gallon or less are permitted. These must be fitted rear of the driver but in front of the rear axle center line, 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 or screw fitting.

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

All tanks must be fitted with a breather system which prevents spillage if a car is inverted, fuel feed pipe must enter the top of the tank and a breather pipe must be fitted in the top. The breather pipe must have a one way valve or must terminate below the bottom of the tank on the offside of the car. Four 2" holes must be drilled at the lowest point under tanks to allow spilled petrol to drain.

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

17. Silencer / Exhaust

Cars must be fitted with the original, as manufactured complete and standard exhaust system or a Fordson Major box, part number E1 ADDN 532A. The tail pipe must exit rearwards pointing downwards. No competition exhaust systems.

18. 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.

19. Roof Colours

See Chapter three.

20. Numbers

See Chapter three

21. Sign Writing

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

22. Helmets

See Chapter three.

23. Safety Equipment

- (a). Neck braces are recommended.
- (b). Fireproof balaclavas are **Mandatory** and must be marked accordingly.
- (c). Fire retardant gloves are **Mandatory** and must be marked accordingly.

24. Seat Belts

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

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

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

See Chapter Three for belt fixings.

25. Overalls

See chapter three.

26. Window Nets

See chapter three.

27. Fire Extinguisher

See chapter three.

