



2017 Specifications, Rules & Regulations HISTORIC SALOON STOCK CARS



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1. CODE OF CONDUCT/AGE

The minimum age for new drivers is 35. The only drivers under this age permitted to race are those who were already licenced and raced at a Spedeworth meeting in 2012 between 29th July and 31st December. Drivers under the age of 35 must remain qualified to compete in the formula by racing at least once every 6 months (allowances will be made for genuine injuries or bans). Racing in a clockwise direction. The circuit clearly marked around the infield and you are not permitted to let your wheels pass over the demarcation line. The rules of racing in this formula with regards to driving and sportsmanship is that you will be allowed to push the car in front of you wide, and spin to the infield only, to gain a place. There is to be no forceful fencing. i.e.; following in / turning the car towards the fence/attacking from the in field. This will carry a ban from the formula for life if proved and this also applies to cheating after your first warning within the rules set out by Spedeworth. Any person wishing to replicate a car should notify us so no duplicated cars will appear, and must have the permission from the original driver, or his/her family. If it does not state in the rules you can do it, take it you can't unless permission is given in writing. No misinterpretation of the rules. Please note, in the formula that you compete in; the only star is the car, so if you want to be a world champion this is not the formula for you. These rules are subject to change at any time and will be reviewed at the end of every season.

The Malcom Girling Rule may only be used on championship races which covert 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

Any pre-1970 production saloon. *Rear-wheel drive only.* Car bodies including doors must be made of steel as manufactured. The body must not be cut, lowered or shortened with the exception of the boot floor, which may be removed. No Jag, Rover, Escorts.mk1 Capri mk1. No sports cars or coupes. 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 with written permission. The only exceptions to the rules at present are:

- a. Ford Consul Capri classic 315.
- b. Sunbeam Rapier/Alpine fastback

3. STEEL WORK

a. 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 40mmx40mm chassis legs will be permitted to race but all new cars must have the 50mmx50mm x 3mm minimum chassis legs. All other ironwork can be of any dimension but a minimum 3mm thick.

b. Only two top door through irons permitted front bumper to rear and must not be doubled up or have any other metal inserted in them. They must finish with in the boot and must not go through the rear panel but may support the rear bumper.

c. Front bumper must not be higher than bonnet or wider than the overall width of the car with the exception of a rad 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 vertical uprights of 2"x2" box section, gussets or bumper end plates are permitted.

d. The rear bumper must be a single type bumper 50mmx50mm minimum 3mm 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.

e. **All iron work must be inside the car except front & rear bumper.**

f. Sump Guards are permitted but not to be used as ballast, this will be at scrutineers discretion.

4. ROLL BAR

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 rollcage. 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 a minimum of 3mm thick. A plate must be fitted over the driver's head and a centre connecting bar must be fitted. Special attention will be pay to the rollcage and if not suitable you will not be allowed to race this is for your safety only.

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. Over boring to a maximum of 0.060 thou. is permitted. Engines must remain standard as manufactured. Competition Cam Shafts are not permitted. No turbo/superchagers twin sidedraught carbs/or injecton system. Engine stripping will be carried out only when the promoter or drivers rep/s believes that someone is not within the rules and at no cost to them. Any driver will be permitted to have another drivers

engine etc stripped as long as he 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 for life from the formula. If there is a dispute over the part/s then they will be taken, checked out 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 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 it's 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.

Engine swaps may be permitted within the following guideline;

- Engine must be the same cc or very close to it.
- The engine should be age related, and manufacture related.
- 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 before doing any

transplant.

a. Ford 1600 crossflow may be used in all fords. The BMC will be allowed in any other car within the rules

b. 2000/2500 triumph in the 6 cylinder cars but must be used with in the spirit of the rules.

c. No OHC or cam in head engines. Only OHV types permitted and only 2 valves per cylinder, no v6, or v8s

d. Any British Leyland vehicle if permitted with a 1800 B series engine.

e. 0.5 litre catch tank must be fitted in the engine compartment.

f. Flywheel and clutch must be standard parts but you may dowel peg the flywheel, Ring Gear and starters may be changed or modified to allow interchange of engines. You may modify the flywheels but they must not be lightened and be within the spirit of the rules. A weight limit on flywheels will be used as interchanging occurs on cars. No alloy flywheels.

g. 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 =20lbs**
- **Triumph 2500=261bs**
- **Ford 1600 x flow =16lbs10oz**
- **If your weight is heavier than these you may face or machine but no holes.**

h. Sumps and oil pickups may be modified.

i. Carb/s must be standard to the make and model i.e. Ford/Ford, BL/BL etc but no sidedraft type carbs. Injection systems must be changed for carb/s. Twin su carbs will be permitted on the Hillman hunter in place of the sidedraft carbs. No bell mouths or trumpets & no false inductions are allowed including air pipes going to front of the car.

j. Electronic ignition distributors not permitted unless fitted as standard. **You may now use electronic ignition but it must be obtained from Powerspark ignition – 01527 889453.**

k. Engine mounts may be modified and strengthened but the engine must remain in its original position

l. 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 passengers side where you can drill a hole further out to achieve negative camber and in doing so must use a standard bottom arm.

m. 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

As from the 1st of January 17 the faster triumph drivers have agreed to run the tc/s 621 cam with a lift of 215 on an experimental basis this is subject to change during the year.

It has been agreed that the slower cars like A60s, Magnettes, Consuls, Zodiacs etc can use the 1800cc black top Zetec engine to see if this helps the cars to be more competitive. Drivers must obtain permission from Spedeworth/ Incarace to run this engine. You must use the Spedeworth authorized Zetec kit.

There will be a buyers 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, these rules will be published in the near future, pending formula agreement.

ENGINES FOUND ILLEGAL

If engine or gearbox is found illegal this will be, 1st offence a 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.

6. EXHAUSTS

Exhaust manifolds must remain original but you can modified the down pipe so the exhaust goes through the car, The exhaust box free but must be road going type, it will be at the scrutineer's, discretion. If the exhaust passes through the car it must be covered with metal and be secure.

BMC engines may use any standard production exhaust but no competition exhaust.

Triumph exhaust manifolds must be 2000/2500only No TR manifolds allowed.

7. TRANSMISSION/DIFFS

No 4 wheel drives allowed. All diffs must be Locked only and be within the manufactures range. Limited slip diffs are banned. Gearboxes may be changed within the manufactures range. No Competition type. No gears must be removed from the gearbox and must remain standard.

8. WHEEL RIMS

Wheel max 6J steel /alloy wheels. Any wheels may be used that fit securely. Wheel studs must protrude though the nuts but this will be down to the scrutineer's discretion if they are not but look safe to race, as some long studs are not available.. A reinforced front hub may be used on the MG Magnet ZA-ZB and the A60 type car only.

No wheel spacers.

9. TYRES

a. 7.3 Avon is NOT permitted.

b. Radial and remould Treaded tyres only (no slick version).

c. No competition tyres: i.e. Colway, Yokohams, **weatherspeed or any rally looking tyre or cut tyre.**

d. Tyres to be a MAX 185 MIN 60 on a 6 inch rim.

Exception to this rule will be MG Magnettes which can use a MAX 205 MIN 60 on a max 6 inch rim.

e. Tyre gaiters are permitted.

f. No tyre softener must be used. A durometer will 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 loaded and removed from the results, 2nd offence a automatic three month ban & a 3rd offence will be a 1 year ban

10. SUSPENSION

a. Must be original and be within the spirit of the rules. No Bilsteins/Lotus competition parts etc.No adjustable parts with the following exceptions;

i. The passenger side track control arm may be lengthened

ii. The driver's side track control arm may be modified but must not have positive camber.

iii. Suspension pick up points may be strengthened but 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.No rose joints or Powerflex bushes only standard rubber type permitted.

Triumph 2000/2500 must use rear pick up points as pairs, I E if using MK1 brackets a pair must be used if using MK2 brackets the pair must be used

b. FRONT STRUTS - must be standard oil type and be within the manufactures range and be age related with no uprating what so ever and must not be adjustable. You may add a piece of angle to the strut to help with strengthen the strut by welding only. The top mounts may be interchanged from all makes but must be road going saloon type cars only. No specials/ no rose joints etc.

c. **SHOCK ABSORBERS** - Only oil filled shocks permitted and age relate (no adjustable types). 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 or shocker to be made to fit, you must find a standard car shock absorber that fits without any modification to car or shocker. The aim of this is to try & make other cars more competitive.

d. **COIL SPRINGS** - free

e. **LEAF SPRINGS** - These must remain original with the following exception.

f. Extra leaves may be added or removed from either side of the vehicle. But must not be modified in any way

g. No lowering blocks of any type

h. No home made parts with the exception of the MG magnet front hub, which may be reinforced and the front engine crossmember for the steering rack conversion (also see 5. ENGINE point k).

i. You may push the passenger front wheel forward by a maximum of 2" or 50.8mm by lengthening the compression strut arm or cut the anti roll bar down.

It has been agreed that cars with leaf springs and a beam axle can run any beam axle.

11. BRAKES

These must be effective on 4 wheels. Parking brakes optional. No vented disks.

12. DOORS

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 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. You may not remove the B post from the car.

13. GLASS

No glass is allowed in the window apertures or screen. All other glass must be removed from both inside and outside of the car. A rear view mirror will be permitted. Headlamp apertures may be blanked off.

14. SEAT

Competition types are permitted advisory extra padding is recommended. A standard seat may be used but the headrest must be fitted or have one fitted within the roll cage A bar at shoulder height must support the seat and the seat must be secured to it.

Seat position

~~This will be measured from centre of the rear axle line to the nearest part of the seat to the axle.~~

Triumph 2000/2500 — 39" or 990.6mm

Cortina mk1/mk2 — 32" or 812.80mm

Anglia — Being revised

Any other cars that are not on the list yet will be measured by the same seat position to other compared size cars.

Seats must be fitted upright & this will be at the scrutineers discretion for oversize drivers.

15. FLOORS

All floors must be complete as manufactured with the exception of the exhaust passing through the passenger side of the car, but must be covered.

16. 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.

17. FUEL/FUEL TANK

- A. 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.
- B. A complete fire wall must cover the tank and electric fuel pump.
- C. You cannot enclose the rear boot area from the seat to the rear window aperture.
- D. The tank must have a maximum capacity of 18 litres.
- E. Fuel caps must be of a metal screw type, no push fit types allowed.
- F. The tank must have a positive means of fixing.
- G. The fuel outlet must be from the top of the tank.
- H. Fuel regulators are allowed
- I. An electric fuel pump can replace the mechanical one.
- J. All fuel lines must be inside the car and be metal or metal covered.
- K. A fuel shut off tap must be within easy reach of the driver.
- L. 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.
- M. The tank should not be below the chassis rails so, where a floor exists, four 50mm dia holes should be drilled for drainage purposes.
- N. The only fuel allowed is that from a roadside garage petrol pump – a chart is supplied with these rules.
- O. A secondary fixing on the fuel feed line is required at the carburetor.

18. SELF STARTERS

These must be fitted and in good order at all times. 24 volt starting system may be used.

19. STEERING WHEEL

This may be a quick release type. But the use of wooden style steering wheel is not permitted.

20. 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. 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 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.

21. VEHICLE WEIGHT

The minimum weight for all 4 cylinder cars must be 1000kg and all 6 cylinder cars must be 1200kg
From the 1st January 2013 there will be a maximum of a 52.00% driver side weight.
Failing total weight or side weight 1st time will be a warning & removed from results, 2nd time will be a three month ban a 3rd time will be a year ban .

If using the 1800cc Zetec engine the minimum weight limit will be 1200kg.

22. FIRE EXTINGUISHERS: A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

23. BATTERIES & ELECTRICAL SYSTEM

- a. Battery(ies) must be securely fixed and covered with a rot proof material if they are not of the sealed type.
- b. No battery box only adequate clamps and suitable covering i.e. rubber etc.
- c. Contact between the safety harness and battery must not be possible.
- d. Battery/s must be a minimum of 152mm (6") from the fuel tank.
- e. The battery position is free and a maximum of 2 batteries are allowed. Oversized batteries being used as ballast are not permitted.
- f. 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.

24. CLOTHING

- a. Drivers must wear overalls for the grand parade.
- b. For racing fire-retardant Proban overalls, or higher specification material must be worn.
- c. Drivers and mechanics must wear bright coloured racing overalls, and these must be maintained in a clean and tidy condition when in view of the public.
- d. If wet weather race suits are worn you must still wear the fire proof overalls under them there are no exceptions to this.
- e. Fire retardant gloves and balaclavas are compulsory.
- f. Neck supports are recommended.

25. HELMETS/EYE PROTECTION

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, FIA8860-2010, Snell SA2005, Snell SA2010, Snell SA2015, 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 (ORC15) sticker.

26. ROOF COLOURS

All cars will have the drivers grading colour on the roof, this will be a full roof colour or a stripe of at least 150mm/6 inches, ~~for the replica cars carried on the nearside (passenger) of the car.~~

You have to have the correct roof grade, the first meeting you have with an incorrect roof grade will result in you starting from the rear of the grid, the second offence of the roof grade rule will result in you not being able to race.

27. SAFETY HARNESS

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. Please study the diagrams below to ensure your safety harness is fitted correctly. The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it in order to wrap and hold the pelvic region over the greatest possible surface, the lap belt crossing it below the anterior-superior iliac spines (bony part of the hip). Under no circumstances should it be worn over the region of the abdomen. Lap belt/straps must terminate vertically downwards, and not forwards or rearwards of the hip joint. Lap straps should terminate symmetrically about the wearer on either side of the seat, about 20" (500mm) apart. The distance between the seating surface and the anchorage point should be kept to a minimum to prevent submarining. The location of the crotch strap mounting should be to the rear of the driver, and 10" (250mm) to 12" (300mm) apart

which should be horizontal to 20o below horizontal, and as close to the shoulder as is practical for optimum restraint. Only safety belts comprising of separate shoulder, lap, and sub-straps will be permitted. The sub-strap must be used at all times, and all belts must connect to the quick release buckle. The abdominal strap fixing point must be on the chassis, roll cage, or floor (for vehicles with no chassis), either side of the driver. It is compulsory that a minimum of 3" wide safety belts (2" sub-strap) are used. This will be mandatory from 2nd January 2006. A full five point buckle release harness (including NASCAR type) with sub-strap must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended.

The shoulder straps must be supported at shoulder height. NASCAR type buckles must be fitted with lever on the right side of the driver. It is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of tube grip elasticated bandage, slid over the hooked buckle, serves the purpose. Special attention must be paid to the condition of seat belt fixings once fitted. Information is available, from your Promotion, on the correct procedure to follow when fitting seat belts. Remember — your life depends on them, and belts, once involved in a severe accident, should be discarded and replaced. Safety belts must not pass through the firewall — all connection points must be visible.

28. FUEL SPECIFICATION

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

- 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).
- 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.
- 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.
- 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.
- 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.

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

REVISED RULES FOR 2016 IN BOLD/ITALIC PRINT.

ITEMS MARKED ~~STRIKETHROUGH~~ ARE NO LONGER ALLOWED

2017 Historic Stock Car Technical Specifications Issue 1, Dated 13th December 2016.