

WITH EFFECT FROM JANUARY 2022

OLD SKOOL SUPERSTOX

Group Rules and Regulations



PLEASE READ THIS FIRST!

IF YOU ARE SERIOUSLY CONSIDERING BUILDING A CAR THEN WE STRONGLY ADVISE THAT YOU CONTACT ONE OF THE EXISTING OLD SKOOL SUPERSTOX DRIVERS (NAMES OF DRIVER REGIONAL REPRESENTATIVES LISTED BELOW) OR PEGGYANN LILLEY BEFOREHAND TO DISCUSS AND CLARIFY SPECIFICATION OF YOUR CAR'S CONSTRUCTION. THIS IS IN ORDER FOR ALL PARTIES TO CONFORM FULLY TO THE CRITERIA REQUIRED AND THEREFORE ENSURE THE CAR YOU WISH TO BUILD WILL BE IN KEEPING WITH THE 'SPIRIT' OF THE FORMULA AND ALSO SAFEGUARD AGAINST DUPLICATE CARS BEING CONSTRUCTED.

EAST ANGLIA DRIVER REPRESENTATIVES:- JULIAN LYNN, ROB SECKER, CHRIS BUTLER, LEE SOUTHON.

SOUTHERN DRIVER REPRESENTATIVES:- STEVE MONK, TERRY BEARMAN, ALAN GRAY, COLIN FULLER.

ALL DRIVER REPRESENTATIVES ARE AVAILABLE TO CONTACT VIA 'FACEBOOK'

THE CONCEPT OF THIS FORMUAL IS BASED ON THE OLD STYLE SPEDEWORTH SUPERSTOX FROM THE LATE SIXTIES UNTIL 1980.

OLD SKOOL SUPERSTOX IS A DEMONSTRATION RACE FORMULA ONLY, IN A STRICTLY NON-COMPETITIVE ENVIRONMENT.

ALL CARS SHOULD BE AN ACCURATE COPY, AS POSSIBLE, OF ITS ORIGINAL WITHOUT USING MODERN DAY TECHNOLOGY OR THE PARTS THAT ARE AVAILABLE TODAY. PLEASE SEEK ADVICE FOR FURTHER CLARIFICATION.

IN GENERAL, IT IS CONSIDERED OLDER TYPE ENGINES ARE NOT READILY AVAILABLE OR ARE VERY COSTLY. FOR THIS REASON, IT IS PERMISSIBLE FOR A PINTO ENGINE TO BE FITTED TO ANY OF THE OLD SKOOL SUPERSTOX CARS.

IT IS EXPECTED THAT THE GROUP RULES AND REGULATIONS WILL BE RESPECTED BY EVERYONE.

Now, please read the following for taking into consideration when building a car for the formula.

We would like to add that your ideas, suggestions and input are encouraged and are very welcome.

1. BODIES / WINGS / ROOF FINNS

All bodies are to be made from either sheet metal or fibreglass in order to obtain the original shape of these historic cars.

Cars do NOT have to be specifically a replica of a certain car. Cars can be built to any specification that would be relevant and on track during your chosen period.

Roof wings, rear spoilers are only allowed IF they originally formed part of the car you are replicating.

Roof fin numbers should be of a basic painted black on white design and should look like they were back in the day. They should not be, for example, heavily airbrushed or decaled/stickered in a modern design.

Bodywork should not be heavily airbrushed or decaled/stickered in a modern design. However, decals/stickers are allowed on the bodywork if they are in keeping with the original car being replicated.

The car should carry a 'crest' detailing a) the name of the original driver and b) the year(s) the car actually raced.

For example:-
 OLD SKOOL SUPERSTOX
 Spirit of 1971
 As raced by Joe Bloggs

2. CHASSIS / ROLL CAGE

Must be of 3mm thickness box section.

All roll cages must be minimum of 38 x 38 x 3mm box or 1.5inch 10 gauge or 38 x 3mm tube section.

3. BUMPERS – For all eras

Minimum height must be 17" from the ground and must be from the centre of the bar.

Bumper Ends must be to the centre on the tyre tread both front and rear.

Side irons/glide offs must protrude to the outside of the tyre tread.

For cars that represent the 1977/78 era, bumpers and side irons may protrude to 2" on the tyre tread – as were allowed at the time.

4. ENGINES

The following engines are permissible to use:-

FORD 100E SIDE VALVE
STANDARD TRIUMPH
BMC A SERIES
BMC B SERIES
FORD CROSSFLOW
FORD PRE-CROSSFLOW
VOLVO (as per Brian Randall #393 edition)
PEUGEOT (as per Mark Eaton #18 edition)
TALBOT (as per Brian Jones #685 edition)
FORD PINTO (even if 'out of keeping')

Strictly, NO STEEL PARTS on any engine are permitted.

Permission may be given by the Group for other engines and matching transmission to be used if the original car had that type fitted.

5. GEARBOXES

Must only be of a standard type only.

Strictly, NO RACING TYPE GEARBOXES will be permitted.

For example - two speed or competition gearboxes.

6. SUSPENSION SYSTEMS

ALL suspension systems must be in keeping with the car that is being replicated.

Front suspension, on older cars, could be fitted with a beam axle and, in some cases, can be split to make it an independent system.

For example – Roger Warnes #417 edition OR Melvyn Smith #28 edition.

Later cars, from 1970 onwards, could be fitted with a Triumph Herald type – the most commonly used or a Vauxhall type suspension.

For example – Tony May #364 edition OR Geoff Goddard #294 edition

Strictly NO MODERN MANUFACTURED WISHBONES will be permitted although home made wishbones are allowed, provided they are relevant and in keeping with the period. PLEASE SEEK ADVICE FOR FURTHER CLARIFICATION.

Rear suspension can be a leaf sprung or trailing arms design, all in keeping with the era of the car.

For the more modern or later cars, i.e. circa 1975?, these could be fitted with multi links and coil over shock absorbers.

Strictly, NO LIMITED SLIP DIFFS will be permitted.

However, locked or free diffs ARE ALLOWED.

7. PROPSHAFT HOOP

A propshaft hoop must be fitted.

8. ALUMINIUM or STEEL FLOORING (NOT WOOD!)

Flooring must finish beyond and under the driver's seat.

9. SILENCER

A silencer must be fitted to the exhaust.

10. TYRES

Types permitted are as follows:-

AVON WIDE SAFETY 7.3 – 1970 to 1990 era until stock in the UK run dry.

DUNLOP RACING 525 CR65 – 1978 era

FIRESTONE TORINO – 1971

Anything! – 1968 to 1970!

HOOSIER – Brand new Superstox specification tyres are not to be used, with an exception for one OSS car that currently runs Hoosier and has been agreed, will have to cease using them once their own personal stock runs dry.

Second hand Hoosier Superstox tyres are permitted and therefore encouraged to solve the tyre availability issue.

11. FUEL TANK

Aluminium fuel tanks will be permitted and all fuel tanks must be securely fitted to the chassis. All tanks must be top feed and any breather pipe must have a non return valve.

12. FUEL TANK GUARD

A fuel tank guard must be fitted between the fuel tank and rear of body. It must be made of a minimum 3mm (1/8th) steel and adequate to cover the size of the tank. The shoulder straps of the safety harness must not be routed within the fuel tank enclosure/firewall.

13. BATTERY COVER

A cover must be fitted over the top of the battery and made from a rot proof material if they are not of the sealed type.

14. HEAD RESTRAINT

A head restraint must be fitted to the driver seat.

15. MIRROR

A mirror must be fitted

16. FUEL/BRAKE LINES

Must be made of metal copper or steel braided lines.

A fuel cut off tap must be fitted in easy reach of the driver.

Fuel tanks must be enclosed and the fuel tank and cap must be covered by a complete metal fire wall.

A non-return valve must be fitted to the fuel tank.

THIS IS IN KEEPING WITH THE MODERN DAY HEALTH AND SAFETY EXECUTIVE REGULATIONS THAT WE MUST ADHERE TO.

17. ELECTRICAL

A master cut off switch must be fitted on the dash board and clearly marked ON/OFF.

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18. ROOF PLATE

A 3mm steel roof plate must be welded in and on all four sides, above the driver's head. A cross bar can be fitted between the front and rear hoops.

SAFETY EQUIPMENT

CRASH HELMETS Must meet or exceed the minimum standard as directed by the ORCi (previously undertaken by British Oval Racing Safety Executive (B.O.R.S.E). Please refer to the latest ORCi Driver Safety Equipment Regulations for Helmets and Goggles/Visors.

RACING OVERALLS Please refer to the latest ORCi Driver Safety Equipment for Clothing/Race-Suits/Overalls.

GLOVES Please refer to the latest ORCi Driver Safety Equipment for Clothing/Gloves.

BALACLAVAS Please refer to the latest ORCi Driver Safety Equipment for Clothing/Balaclavas.

UNDERGARMENTS and WET WEATHER CLOTHING Please refer to the latest ORCi Driver Safety Equipment for both Clothing/Undergarments and Wet Weather Protection.

HEAD/NECK PROTECTION Please refer to the latest ORCi Driver Safety Equipment for Head/Neck Protection.

SAFETY HARNESS Please refer to the latest ORCi Driver Safety Equipment for Safety Harness.

FIRE EXTINGUISHERS Please refer to the latest ORCi Driver Safety Equipment for Fire Extinguishers.

AND FINALLY!

RACECEIVERS All drivers MUST use an official Raceceiver. Any driver whose Raceceiver 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 advised that you carry a spare battery either in your overall pocket or taped inside your car.

DRIVING STANDARDS 'ROUGH DRIVING' - IF ANYONE IS OBSERVED TO CAUSE OTHER DRIVERS TO SPIN OR LOSE CONTROL OF THEIR CAR, THAT DRIVER WILL BE WARNED, PENALISED OR DISQUALIFIED AT THE STEWARDS' DISCRETION, DEPENDING ON THE SEVERITY. PLEASE RESPECT OTHER DRIVERS' CARS/EQUIPMENT.

ALL DRIVERS WILL BE LICENSED AND GOVERNED BY THE RULES AND REGULATIONS FOR OFFICIALS AND LICENSED DRIVERS AS STATED ON THE SPEDEWORTH WEBSITE UNDER THE 2022 RULES OF RACING.