



2026 LIGHTNING RODS **SPECIFICATIONS, RULES AND REGULATIONS**



VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard Parts.

IT MUST BE CLEARLY UNDERSTOOD THAT THE OVERRIDING PRINCIPLE OF THESE REGULATIONS IS THAT UNLESS IT IS STATED THAT YOU CAN DO IT, YOU SHOULD WORK ON THE PRINCIPLE THAT YOU CANNOT.

Whilst your Promoter will endeavour to inform competitors of any changes of components or specification they reserve the right to do so at any time during the life of these Regulations.

Cars, Engines and Fuel will be checked on a random basis.

Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension.

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited.

Drivers are reminded that scrutineering checks can be carried out at any time, and most certainly at official championships. If parts are suspected of being illegal make sure you leave them with the promotion if you do not agree. If you refuse it will automatically make the parts illegal.

It is the responsibility of the driver to prove to the promotion that the part is legal by the way of written proof of where the part originated. This must be done within seven days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

REVISED RULES FOR 2026 in RED BOLD.

1. CARS

Only right-hand drive BMW E36 (Saloon or coupe), BMW E46, BMW E90, **BMW F30** and Toyota Lexus IS200/**220/250** are permitted. Other cars may be considered with the promotion's permission but no compact models. Only one driver per car and one car per driver is permitted at each meeting.

2 ENGINES

You may use the Ford 2 litre Pinto or the Ford Zetec "Black top" 2 litre engine.

3. ZETEC ENGINE

The only permitted Zetec Black top engine is the Ford 1988cc, 16 Valve engine in its 136PS form (codes NGB EDDA-G EBBC EBBB EDBA EDBB) with nominal bore 84.80mm and stroke 88.00mm. Or new standard uncoded Ford replacement complete engine. Production tolerances are permitted providing the total swept volume does not exceed 1989cc.

Specifications of the Zetec Engine are further detailed below as follows:

3a : ENGINE GENERAL

- a) Engines will be mounted upright, and aligned fore and aft in the chassis.
- b) The addition of any material be it metal, plastic, or composite etc. by any means be it welding, bonding, encapsulation or encasement to any component is prohibited. However, specific repair of the mounting points of the cylinder block to the transmission or chassis is allowed, whilst other casting repairs may be allowed with prior written approval of Spedeworth.
- c) The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with, or which do not support, any moving parts of the engine or its compulsorily retained accessories is permitted.
- d) Freedom granted to any fastener does not allow for freedom to move items relative to each other. For components that are granted the freedom for the fitment of a key or dowel, then material may be removed to allow the fitting of the key or dowel. Only one hole or keyway per component is allowed.
- e) The use of thread locking compounds is permitted.
- f) Gaskets are free however, no competition gaskets are permitted.
- g) Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected.
- h) The expression 'Standard', 'Standard production', or similar expression is deemed to imply that the part has been manufactured by Ford, or a Ford Motor Company Ltd. authorised sub-contractor, for specific use on a specific model of the engine.
- i) Any machining marks on cast components resulting from manufacturing procedures will not cause disqualification.
- j) Only machining and component preparation carried out by Ford Motor Company Ltd., or by a Ford Motor Company Ltd. authorised sub-contractor is allowed unless otherwise specified.
- k) Any production debarring or imperfection removal during initial manufacture may not be modified or extended. The scrutineer's decision will be final if a dispute arises regarding the amount of tool, or other marks that are evident in any particular component.
- l) The exterior surfaces only (of the complete engine assembly) of ferrous parts may be protected by paint or similar means.
- m) No internal component or surface may be coated by any protective finish.
- n) No aluminium components may be protected.
- o) The only exception to this is the exterior of the Cam cover/Rocker Cover.
- p) This paragraph confirms previous and future statements that no rework may be carried out on any component unless specifically authorised by your promoter. The engine and associated parts must remain exactly as produced by the Ford Motor Company unless expressly detailed in these regulations. If the regulation allows a change, then that authorization would allow the change to be carried out. However any statement defining minimum weight or dimensions does not grant permission for rework to obtain these minimum values, unless carried out in accordance with these regulations. Only Ford standard parts (Parts manufactured by Ford or a Ford Motor Company authorised sub contractor) specifically for the 2 Litre "Blacktop" version of the engine can be used in these formulas.

- q) No treatment that alters in any way the surface finish, hardness, or other property of the original production component is allowed. The only exception to this is any deposit derived from the lubrication and combustion processes naturally occurring during the running of the engine.
- r) The promotion reserves the right to prohibit the use of specific components introduced as production changes, if in their opinion they are deemed to have a performance advantage.
- s) Engine/transmission mounts attaching to standard Ford components must retain the standard dimensions of the boss or other attachment point without modification. All motor codes, numbers and build specs etc must be visible and un touched.

3b : CYLINDER BLOCK

- It is not permitted, as means of repair, to replace damaged cylinder bores with cylinder liners.
- No machining of the cylinder block is permitted except honing/glaze busting of cylinder bores.
- The crankcase breather may be modified, including removal, as long as no air and/or oil escape from this area other than through pipe-work to the catch tank.
- The piston must be a minimum 10 thou down the bore at top dead centre.
- No decking of the block.
- Standard oil dipstick tube and dipstick must be fitted.
- It is not permitted to remove or modify the four standard oil spray jets.

3c : OIL PUMP

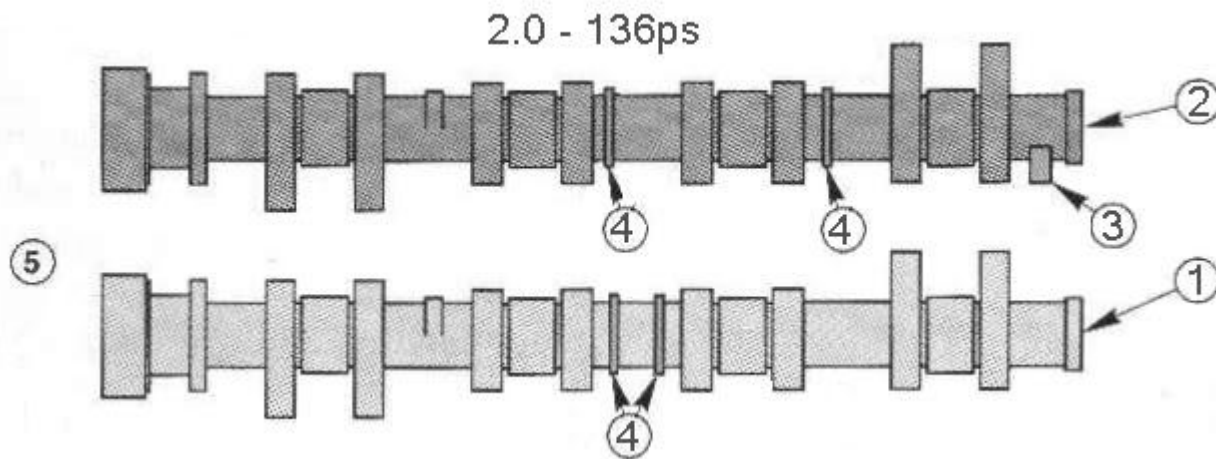
- It is not permitted to modify the standard Ford oil pump/front cover in any way. A pattern part oil pump may be used.

3d : CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

- It is not permitted to replace valve guides and valve seats inserts.
- No work that removes, adds, replaces, or transfers material is allowed on the cylinder head with the following exceptions.
 - ❖ Simple cleaning which does not alter in any way the shape of the component.
 - ❖ Minimal material removal from the head face to correct combustion chamber volume and/or reclaim head flatness.
- No internal rework of any combustion chamber is permitted
- The cam cover assembly cannot be modified or replaced.
- The oil filler cap shall be sealed by spring/lock wire or similar.
- All valve train components must remain standard.
- Valves must remain standard Ford supplied items, no re-profiling or polishing is permitted. The original 45° (90° included) seat angle must be maintained.
- Standard valve stem seals must be retained.

3e : CAMSHAFTS AND PULLEYS

- The only permitted camshafts are the standard production camshafts as per picture below.
- The camshafts must remain entirely unmodified. It must be fully manufactured and ground by the Ford Motor Company. It is prohibited to grind from blanks, re-grind or re-profile. Only the production surface finish is permitted. Shot peening, shot blasting, surface treatments or polishing are prohibited.
- Exhaust and inlet camshafts must not be interchanged.
- The only permitted camshaft drive pulleys are the standard Ford items.
- The cam drive pulleys may be keyed to the camshaft by dowel only.
- The sprung loaded cambelt tensioner may be locked or replaced with fixed item.



- 1 Exhaust Camshaft
- 2 Inlet Camshaft
- 3 Cam Position Reference - Inlet Camshaft
- 4 Identification Rings
- 5 Driving end (pulley end)

3f : CONNECTING RODS

- Connecting rods must be standard.
- Machining/grinding is not permitted to remove metal from the connecting rod or cap.
- Polishing is prohibited.
- Connecting rod bolts are free subject to them remaining in ferrous material, the con rod may not be modified to fit bolts and the minimum weights respected.

3g : PISTONS

- Pistons must be standard production pistons unmodified in any way.
- All three piston rings must be fitted as intended, piston rings must be standard production items or replacement items to Ford Motor Co. dimensions.

3h : CRANKSHAFT

- A standard crankshaft must be used.
- No balancing is permitted.
- Polishing other than the 9 bearing surfaces is prohibited.
- Crankshaft journals must remain within Ford positional tolerances if a repair re-grind is carried out.
- Crankshaft pulley and damper must be retained and unmodified.
- Additional drives to water pump may use this pulley, or extra pulleys mounted in front of the crankshaft damper.
- It is not permitted to alter the number of bearings or fit bearings of less than standard production width.
- The crank journals may be re-ground for reclaim.
- Standard oversize and undersize bearings are permitted.
- A marker must be fitted which accurately aligns the crankshaft to the cylinder block at No.1 piston TDC. This marker must be visible and fully accessible to the scrutineer's without removing any component other than external bonnet panels, and without removing the engine from the car.

3i : FLYWHEEL AND CLUTCH

- Only the following flywheels may be used – Spedeworth, Ike or Burton FZ250.
- Flywheel bolts are free subject to them remaining in ferrous material.
- No modifications to either crankshaft or flywheel in order to fit is permitted.
- Clutch to be standard Ford Pinto based 8.5" (8 ½") item only.
- No competition items.
- Standard Ford Pinto based starter motor must be fitted.
- Competition starter motors can be used.

3j ENGINE COVERS

- The cam belt covers cannot be modified or deleted.

3k SUMP AND PICK UP PIPE

- Oil sump and oil pick up pipe are free.

3l OIL FILTER

- Oil filters are free but must have a secondary fixing.

3m OIL COOLERS

- No oil cooler is permitted.

3n COOLING SYSTEM

- A water based liquid cooling system is mandatory.
- The standard production water pump and housing must be retained, although drive to the pump, its rotational speed and direction may be changed.
- The radiator and associated pipes are free.
- No other pump may be used to circulate or assist circulation of the coolant liquid.
- Thermostat housing is free.

3o : ENGINE IGNITION CONTROL UNIT (ECU) AND ELECTRICAL

- The only means of ignition will be by use of Ford crankshaft speed sensor fitted to the standard manual sensor housing and Ford based ignition coil.
- Any engine ignition control unit (ECU) may be used.
- The coil unit may be re-positioned
- The HT leads to the sparking plugs are free.
- Sparking plugs are free, provided they fit the engine without any modification to the cylinder head or the sparking plug and that the sparking plugs place the spark gap in the same position as the production sparking plug within the combustion chamber.
- The ECU diagnostic connector must be positioned in an accessible position, allowing the scrutineer free access to it at all times.

3p : INLET MANIFOLD

- Any Inlet Manifold may be used but must not be polished.
- Standard manifold to head casting gasket or silicone based sealer may be used to seal face to cylinder head only.

3q : CARBURETTOR

- Only the standard Weber 32/36 DGV/A carburettor may be used with a maximum sized chokes of 26mm and 27mm.
- No polishing or re-profiling is allowed.
No modification to the carburettor body or original design. The interchanging of the carburettor top from other Weber models is not allowed but float bowl vent & the air correction jet vent, & the idle jet vent may be modified.
- Gaskets must be original or replicas of original (i.e. no modified gaskets).
- A single original specification adapter/insulator block must be fitted between carburettor and inlet manifold, with two gaskets approximate total thickness 5mm I.E. as supplied with Gasket set.
- Main jets, primary and secondary jets, auxiliary venturi, and emulsion tubes may be replaced with a different size of the same part.
- Accelerator pump jets may be changed, but face downwards towards butterflies.
- Butterflies may be modified to open together, replacement spindles may be fitted with standard screws. Cold starting devices may be removed, with retaining lugs and subsequent holes blanked off.
- Air and fuel galleries may not be enlarged or modified; fuel may enter needle valve/float chamber from either side. Floats may not be modified or weighted, and must control the fuel flow.
- Needle valves may not be larger than 250, and not enlarged or modified.
- The power valve must be fitted in the base of the fuel bowl, but may be sealed off, and the diaphragm may be removed.
- No trumpets are allowed. The calibrated brass bush which controls the high speed enrichment, fitted on the secondary venturi side of the carburettor between the top and base of the carburettor, may be sealed off or enlarged, but must be fitted.
- A secondary fixing on the fuel feed-line is required. It is permitted to use a grub screw, or similar device, to fix the auxiliary venturi to the carburettor body.

3r : EXHAUST

~The exhaust manifold to be used must be the Ford Focus small four branch manifold which must remain standard, you can weld to this, making your own exhaust. The approved Simpson or Edwards exhaust may be used or any other standard silencer as long as the car is quiet, this comes down to the scrutineer's discretion.

4. PINTO ENGINE

The Ford 2 litre Pinto engine must be in standard form but may have a modified camshaft and may be prepared to the following specifications:

4a. Nominal bore size 90.84mm plus 1.5mm oversize. Standard stroke 76.95mm.

4b. Block and head may be skimmed but the pistons may not protrude above the block. Pistons may not be skimmed or modified in any way. A standard crankshaft must be used.

4c. Engine balancing : CRANKSHAFT – spot machining only; CON RODS – Spot machining only on the counter weight balance pad area at the big and small end. ONE con rod must remain original and untouched. Con rod bolts may be changed but con rods must not be drilled or modified to accept them; PISTONS – Spot machining only and one piston must be original and untouched. All four pistons must have original marking on crown. NOTE: Spot machining means you can either hand grind, drill or machine.

4f. Head: You may use any standard 2 litre S.O.H.C. Sierra/Pinto head. No modification is allowed except valve spring seats may be machined. Any single or double valve springs may be used, and the head may be modified to allow them to fit Including Shimming.

4g. Valves must be standard and of standard Ford length. N.B. On Standard Ford Inlet Valves only, where the back of the valve meets the valve seat, there may be a slight lip, this may be ground away at a 30° angle, to a maximum width of 2.5mm. Over size valve stems are allowed, and valve seats may be re-cut. A three angle valve seat may be used to the following specification: Angle 1 – Combustion Chamber 30°, Angle 2 – Valve Seat 45°, Angle 3 – Port 60° - 65°, with valve seat width free. No gas flowing or adding of material to the ports or combustion chamber. Replacement valve guides may be used but must use original position. Bronze valve guides are not permitted, but thin wall bronze inserts may be used.

4h. Flywheel and Clutch: Any standard Pinto engine flywheel may be used which may be lightened. Only the standard type clutch may be used. Flywheels MUST be dowelled to the crank. An approved steel flywheel is available from Turbosport. Contact 01489 406886.

4i. Competition starter motors can be used.

4j. No competition gaskets allowed. Only Ford, Payen or standard American version may be used.

4k. Standard Motorcraft or Bosch distributors must be used with either points and condenser or electronic ignition. The mechanical advance may be altered, and the vacuum advance may be altered or removed.

4l. Engine Mounts: Engine mounting brackets must remain standard, but the mounting may be modified. The engine must occupy its original position. The charging system: Power steering pumps may be removed, fan belts are free but standard pulleys must be used. Blocks may be re-bored to size, sleeved, line bored and surface ground. No other modifications are allowed. Sumps: No alloy sumps. Standard steel sumps must be used. Pick up pipes may be modified and sumps may be baffled. No outside alterations may be made.

4m. Oil coolers may be fitted using a sandwich plate between the oil filter and block. Oil coolers must be fitted within the engine compartment. No remote oil filters.

4n. The engine must be fitted with a metal catch tank of 1 litre minimum capacity. It must have a minimum of 2 breather pipes connected to it, one from the rocker box and one from the crankcase. The only modification allowed to the rocker cover is for breathing purposes only.

4o. No turbos, no fuel injection, no forced induction of any kind.

4p. The exhaust manifold must be in standard form and standard to the Sierra/Pinto 2 litre. The inlet manifold must be standard with the exception of water circulation holes, which may be blanked off.

4r. Water cooling systems may be modified, provided that all modifications are inside the original bonnet outline.

4s. Cables are free.

5. EXHAUST SYSTEM

The standard exhaust system may be retained, or AX891, Laws or Simpson ORC225 or Edwards exhaust silencer. A minimum of 2" (50mm) and a maximum of 10" (254mm) section of tail pipe must be fitted to the silencer facing rearwards or down - THIS WILL BE MEASURED FROM THE REAR OF THE BOX (NOT THE PIPE).

The front downpipe must remain standard; you may weld a maximum 1½" (38mm) plate in between 2 down tubes to stop them breaking off and you may, at the bottom of the downpipe, fit a fuel mixing sensor the front downpipe can only be modified at the tail end to allow the exhaust to run through the car, by shortening by up to 1".

The flange may be removed & the exhaust maybe welded to the downpipe. If exhaust systems pass through the car they must be covered.

If a silencer becomes ineffective during racing or practice, the car will be withdrawn from the event.

Exhaust must terminate towards the rear of the car and may not terminate through the side of the car.

A standard copy down pipe may be made but must be same length and measurements as a standard ford down pipe.

6. CARBURETTOR & INLET MANIFOLD

Only the standard Weber 32/36 DGV or DGVA carburettor may be used with a maximum of 26mm and a 27mm sized chokes.

No polishing or re-profiling is allowed. No modifications to the carburettors body or original design.

The interchanging of the carburettor top from other Weber models is not allowed. All gaskets must remain standard and original.

A single original spec insulator block must be fitted between carburettor and inlet manifold, with two gaskets; approximate total thickness = 5mm. Main jets, primary and secondary jets, auxiliary venturi and emulsion tubes may be changed but must face downwards towards the butterflies.

Accelerator pump jets may be changed but face downwards towards butterflies.

Chokes may be modified to open together and replacement spindles may be fitted with standard screws.

Cold starting devices may be removed with retaining lugs and subsequent holes blanked off.

Air and fuel galleries may not be enlarged or modified, and fuel may enter on either side.

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

Needle valves may not be larger than 250, and not enlarged or modified. The power valve must be fitted in the base of the bowl, but may be sealed off, and the diaphragm may be removed.

No trumpets are allowed. It is permitted to use a grub screw or similar device to fix the auxiliary venturi to the carburettor body.

Top end enrichment devices may be blanked off or modified. A secondary fixing on the fuel inlet feed line is required.

The Inlet manifold must be standard & not faced to alter the angle of the manifold to the carburettor. No inlet port matching of the carburettor to the manifold or the manifold to the head.

No material may be added or removed from the gas flow area, it must be as standard.

7. GEARBOX & DIFFERENTIALS

Must be standard to the Ford range and the RX8 Gearbox may be fitted.

All gearboxes must have a conventional type bell housing and the gear change must require a clutch and must be operated by a lever arm. No competition type gearboxes allowed.

No aluminium bell housings allowed.

Differential ratios are free and may be locked by welding only. No limited slip differentials, no Cosworth, XR4 or 4 x 4 parts to be used. No torque biasing assemblies. Axle and diff must remain the same concept as original.

Propshaft is free. Gear sticks are free.

The differential must not be moved in any way from its original position.

8. FRONT SUSPENSION

All cars must remain on standard Suspension including bushes, except for springs. The most front passenger suspension arm is permitted to be shortened to bring the wheel forward.

You may use uprated shockers but not adjustable & if re-valved must be re valved by the original manufacturer.

Bilstein are not allowed except the road going Bilstein that comes on the BMW.

Negative camber can only be achieved by moving the top mount, but it cannot be adjustable, this is on the passenger side only.

Passenger side wheelbase must be +/- 1 inch from standard.

Maximum camber is 7 degrees and the top of the tyre must always be inside the wing.

BMW/Lexus anti-roll bar must remain standard if using it or it can be fully disconnected. If you have fitted Sierra legs the pick up point must be in the same place on either side, not one up and one down.

The BMW e90 & e92 model will be permitted a 12mm spacer front and back on the passenger side.

9. REAR SUSPENSION

All models of car may achieve negative camber by modifying the back arm/arms but must be welded and not adjustable on passenger side only. This does not include the adjustment which is standard from manufacturing. Rear Tracking must be parallel +/- 2 degrees.

The BMW e90 & e92 & **F30** model will be permitted a 12mm spacer front and back on the passenger side.

The rearmost lower inner arm bracket may be braced for added strength.

10. STEERING

Steering on all models must remain standard.

The steering column height may be adjusted & reinforced at the top bracket. A quick release steering wheel is compulsory.

11. WHEELS AND TYRES

WHEELS

Any steel or alloy wheel can be used to a maximum of 7" but NO Spilt Rims.

Wheel studs are free but must be flush with the wheel nut minimum but must not protrude the nut by more than 3 threads.

No wheel spacers allowed, whether welded to the wheel or not, unless fitted as standard.

BMW & Lexus must use the standard wheels to what the car is manufactured on, whether steel or alloy.

If the car is made with a 16" wheel, you must use a 16" wheel. All 4 wheels must be either steel or alloy, not 2 & 2.

You may use any BMW wheel on a BMW or a Lexus wheel on a Lexus but the size e.g. 14"/15"/16"/17" must have been manufactured to that type of body you are using.

The size of the wheel cannot be mixed e.g. 3x15" and 1x16".

All four wheels must be the same size but may be off any BMW or Lexus for that particular manufacturer.

TYRES

Permitted Tyres:

Westlake RS Sport

205/ 45 / 17

205/ 45 / 16

Uniroyal Rainsport

205 / 45 / 17

205 / 45 / 16

Westlake RS Sport Distributors Northern Ireland – Contact: JB TYRES, Tobermore Tel: 028 79644 128

Southern Ireland – Contact: Shane - Tel: 00 353 8788 2719

Drivers are not permitted to use both eligible tyres on the car at any one time.

Gaiters are not permitted. No alteration can be made to the original tread pattern by tyre cutting.

Tyre softener or any tyre contamination is not permitted.

Tyre Buffing is permitted; this cannot be done at the track.

12. BRAKES

To be original and to work on all wheels.

Handbrake is compulsory.

No biased braking.

No ABS.

Brake pipes may be allowed to pass through the car.

The use of competition brake pads is permitted, however, the use of competition brake pipes is not allowed.

All models may change the servo or master cylinder valve but must not use any competition type.

This is due to cars having front - back braking.

13. BODYWORK

To remain standard including floor pan with removal of inner door panels permitted, but any removal of structural stiffeners is not permitted, with the exception of the bonnet and boot stiffeners & rear parcel shelf.

No holes are allowed in any panel, other than original.

On two door shells, the inner skin may be removed between the B and C posts below the waistline of the car.

No armouring whatsoever.

All doors must be fixed closed when racing.

No spoilers or aerofoils unless fitted as standard to the range of car.

Replacement grilles must be made of plastic. Fibreglass grilles are allowed and may include headlamp apertures.

Front and rear light apertures may be blanked using a maximum thickness of 2mm aluminium and must not overlap apertures by more than 25mm.

Headlamps may be blanked on the front or back of the apertures.

All flammable material must be removed.

Any replacement dashboards for gauges etc. must be made of aluminium or fibre glass.

Wheel arches may be relieved to a maximum of 2" but the original shape must be retained

They may be re-welded, but no adding of extra metal and no sharp edges should remain.

A metal upright $\frac{3}{4}$ " x $\frac{3}{4}$ " must be welded or bolted into the windscreen aperture, one third of the way along the driver's side.

Additional means of fixing are allowed, but these must not be used as armouring.

All fixing bolts must be the coach bolt type with the head of the bolt facing outwards.

Standard lifting/towing eyes must be retained.

No foam filled panels are allowed.

All models must remain on the standard original bumpers and panels but may be skinned. Impact bars may be modified.

There must be no overlapping and should be no thicker than original.

Fibre Glass Front/Rear bumpers are permitted and should consist of a maximum of three layers, one of which maybe KEVLAR.

The total maximum bumper thickness allowed is 10mm.

The circular area of the spare wheel carrier may be removed but must be replaced with a steel plate of equal thickness to the original metal – you may not remove any other sections of the boot floor.

All cars must keep the grille in its original position.

All cars with no inner front flitches may put 1 piece of 1" box or tube to support the front wing & edge of front bumper.

Bulkheads & gearbox tunnels cannot be cut out in any way but can be knocked out to fit gearboxes.

The gap at scuttle panel between windscreen and bonnet must be filled by aluminium or similar for safety purposes.

14. ROLL CAGES

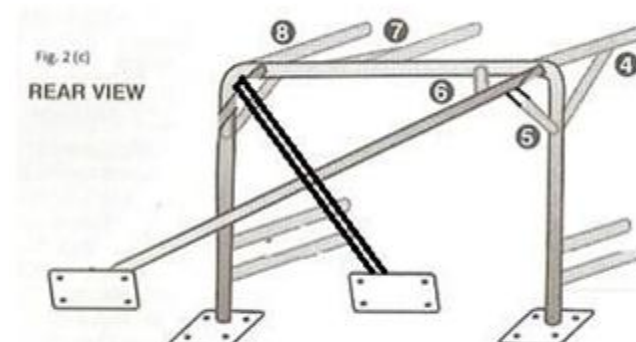
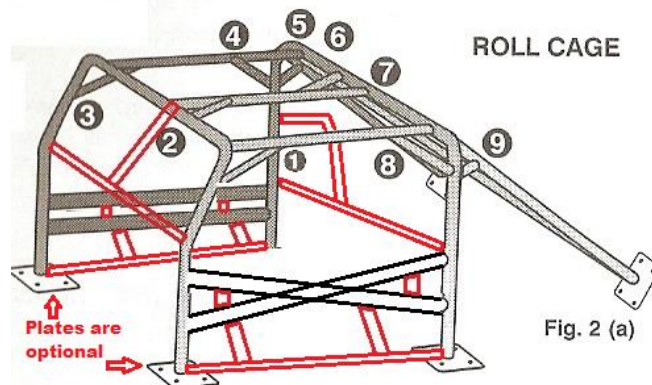
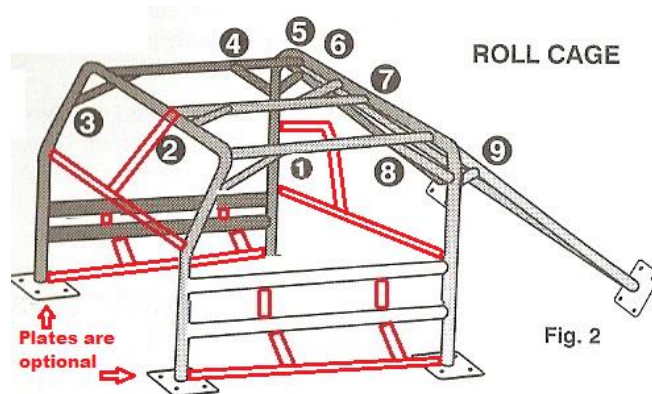
No Alloy roll cage or part cages are allowed.

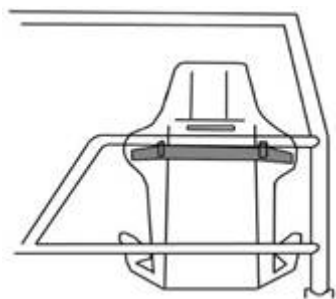
The minimum steel roll cage protection you must have is one front hoop, one rear hoop, one rear hoop cross bar at shoulder height to mount seat support or a seat brace hoop as a seat support, three roof connecting bars, one dash cross bar *going across the bottom of the window aperture to a maximum of 5 inches down*. Also 1 25mm od or 2 10mm od tube bars from top to bottom bar on roll cage front window, two D/S chicken bars plus two connecting bars, & two P/S chicken bars *plus two connecting bars*, & minimum 2 rear stay bars to the rear shock towers or floor but must terminate at least 4" from the rear panel (must be either Fig 2 or 2(a)).

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 38 mm box section or roll cage tube, 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 unless as approved RACMSA cage is used. 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.

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 (3mm) box iron. Front Windscreen bars no more than 5" from window surround.





Corner gusset bars are included in the diagrams to be added as a means to add weight to the car if necessary.

15. 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 of the sides and back, with a suitable framework or seat stiffener's.

If the seat sits behind the b/pillar hoop a secondary support to the cage must be added. An example of this is shown in the diagrams within this section of the document. If the modification goes to the floor it must be sat on 23cm square plate 3mm (min.) thick.

This new section must not be constructed in a way that a drivers helmet can make contact with it. Material and thickness as rest of roll cage.



16. SCREEN

All glass must be removed.

Front screen must have a central bar of 19mm x19mm or 3/4" x 3/4" SHS welded in place.

An interior mirror must be fitted.

A drivers door 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).

A mesh panel covering the driver's side of the screen is permitted, but must be fitted in a way to be easily ripped off, i.e. cable tied in.

A front windscreen may be fitted but must be of laminated glass, Makrolon, Perspex, Lexan or similar material.

17. STOP LIGHTS

Either two stop/brake lights or one single stop/brake strip-light must be fitted facing rearwards.

If two lights, they must be a minimum of 30 inches (762 mm) apart.

Lamp(s) must be operated by the standard stop light switch as fitted to the particular model of car. No other switches or modifications to switches to be made.

Bulbs to be of 21 watt intensity.

For round type lamps: minimum diameter 3" (76mm), maximum diameter 5" (127mm).

For square/rectangular type lamps: minimum 3" (76mm) square, maximum 5" (127mm) square.

For strip type lamps, minimum of 8" (203mm), maximum of 16" (406mm) width and should be fitted securely to allow a clear view from the rear.

All bulbs must be working. **All brake lights must be Red.**

18. BATTERIES & ELECTRICAL

May be brought inside the car, but the floor must not be cut to accommodate the battery.

They must be firmly fixed and covered with a material which will not rot due to acid contamination.

Batteries must be a minimum of 6" (152mm) from fuel tank.

An electrical cut off switch must be fitted to the R/N/S corner of the car & this must kill all the power to the car.

If Lumination is used they must be of the following part nos: Ford: Bosch fitting kit FK221 power module PMA50, Motorcraft FK9 PMA50.

A 24 volt starter system is permitted.

19. NUMBERS

The driver's racing number must appear on the doors of the car.

They should be preferably in large American style numbers on a contrasting background. The bigger the better!

A 'Sun Visor' made of metal and having a depth of at least 6" must be fitted to the top of the windscreen aperture when no laminated glass or perspex is fitted.

The drivers name only must appear across the sun visor position. All signwriting must have a professional appearance.

Scrutineers will instruct drivers to change their numbers if lap scorers find it difficult to read them.

Fin numbers are compulsory and must be black 9" high in 1½" strokes minimum. The fin plate must be black numbers with a white background with the bottom fitted on or above the roof gutter but be no higher than 12" in total from the roof. All numbers must be of professional appearance.

If you win a race at a meeting; you will start the remaining races from the rear of your grade. Should you win another race at the same meeting – you will be automatically upgraded.

20. FUEL SYSTEM

Fuel tanks must be metal or FIA approved with a maximum capacity of 4 gallons or less are permitted.

These must be fitted rear of the driver but in front of the rear axle centre line, i.e. they are no longer allowed to be fitted in the boot area.

They MUST NOT BE FITTED BELOW THE CHASSIS RAILS of the car, and the floor must not be cut in any way to accept 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 have a shut off tap within easy reach of the driver.

All tanks must be fitted with a breather system which prevents spillage if a car is inverted. The fuel tank must be a minimum of 6" (152mm) from the battery.

All petrol pick up pipes must draw through a stand pipe from the top of the fuel tank.

Four 2" holes must be drilled at the lowest point under tanks to allow spilled petrol to drain.

A firewall between fuel tank including filler cap/pump and driver must be fitted.

Fuel regulators may be used.

21. FUEL

For the full fuel specification please see back page.

22. WEIGHT

Warning : Cars can be weighed at any time before, during or after a meeting, without driver.

They must always achieve the minimum weight; the adding of fuel or any other liquids is not allowed to achieve this minimum weight.

The minimum car weight is 900kg.

The use of ballast to achieve this weight must be either steel plate, dumbbells' or lead bolted to the floor.

For steel plate or lead this must have a minimum of two 19mm spanner head size (M12) bolts on each lot of ballast.

Dumbbells must have a bolt or studding to the size of the centre hole with sufficient washers.

All weights must be bolted in the floor inside the car, not underneath or the outside of the car.

Underweight Vehicle Bans:-	Car Underweight by:	Banned From Racing For:
	0.001kg – 1.0kg	1 month
	1.001kg – 2.0kg	2 months
	2.001kg – 3.0kg	3 months
	3.001kg & over	6 months

The maximum right-side weight will be 53.5%.

a. If you are checked and over the 53.5% but under 54% you will lose all points/monies due on the day and receive a final warning and loaded for the day.

b. If you are found on a second occasion to be over 53.5% but under 54% you will receive a one meeting suspension from your registered promotion & cannot race anywhere until this is served, also lose all points/monies due on the day. Anyone over 54% on their first check will receive an automatic one meeting ban and loaded immediately with loss of any points or monies due (if applicable).

c. If a driver is found over 54% on a second occasion the penalty will automatically be doubled, or possibly carry a longer suspension. Checks will be carried out at any time.

23. TRANSPONDERS

Transponders are mandatory and should be working at all times.

They should be fitted 1.8 metres back from the front most position of the car.

A hole of at least 6" (150mm) square is required in the floor, with the transponder fitted vertically, just below the hole. In the event of a dispute with the transponder result, the Steward of the meeting will make the final decision.

Any driver found to have fitted the transponder further forward than the required 1.8 metres will be excluded up from the meeting.

24. RACEIVERS

All drivers MUST use an official Raceiver.

Any driver whose Raceiver 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 strongly recommended that you carry a spare battery.

25. SAFETY EQUIPMENT

Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.

26. DATA LOGGING

No data logging is permitted.

27. GRADING & START POSITIONS

A 4 inch stripe from the front to the rear of the roof on the passenger side of the car must be in place denoting the appropriate roof grade colour.

The grading strip must not have any sign-writing on it.

If you win a race at a meeting; you will start the remaining races from the rear of your grade. Should you win another race at the same meeting – you will be automatically upgraded.

28. RESTART PROCEDURE

The following race caution procedure will take affect during 2025:- On the restart following a race stoppage or suspension a double file line-up will be created on the restart rolling lap(s) within a certain area of the track which will be declared at the drivers briefing.

Within the designated area drivers have the choice to start either on the inside or outside line. A driver cannot be in the middle of the track or change lines once you have committed to a line.

If a driver has failed to commit to a line (Steward of the Meetings discretion is final) before leaving the designated area will forfeit their position on the restart and be sent to the rear of the grid prior to the re-start green flag being waved.

29. FUEL

All Oval Racing Formulae

Permitted fuel specification from 1st January 2008 (this specification supersedes all previous specs).

1. 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).
2. 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.
3. 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.
4. 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.

5. 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.

Drivers and teams are reminded that a secondary means of supporting a vehicle must be used when working underneath a car that has been jacked up (i.e. axle stands).

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