

SKEGNESS RACEWAY - GT HOT RODS 2026

If it does not say you can do it in the rules, then you cannot do it no matter how irrelevant you may think it is. If you are unsure, please ask or contact your scrutineer, Promoter or appointed official, don't just assume it's okay.

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race.

All car and engine specifications, part numbers etc can be obtained by the Promotion or Drivers Representative Technical Committee.

Cars, engine, gearbox, suspension checks can be carried out randomly at any time on any part of the car, by the Promoter or outsourced scrutineers/engine builders. Any violations or refusal will result in an immediate suspension of all racing facilities. ***All new cars must have a technical inspection BEFORE being presented to race.***

Transponders

Cars are required to have a Transponder fitted and in full working order for lap scoring purposes, these will be the AMB/MyLaps Transponders and the model types can be 260DP, hard wired red casing. If you are buying an X2 Transponder you must get the car one. The kart one won't work on the new system upgrade. Any questions please contact us first.

Transponder - to be fitted in rear footwell and on Corsa C's 4 inches forward

All Drivers must now use a Raceiver, a radio that allows the meeting steward to speak to all drivers. Raceivers are there to aid a driver. Drivers must still be aware of any on track incidents. If a driver cannot hear any radio communications, they must retire to the infield.

Before filling in any licence forms you MUST read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding to the rules stated with this rule book.

1. DEFINITION

A non-contact formula using 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. Body shells must remain as manufactured and standard and must retain the original silhouette and cannot be cut or lowered or stretched, original measurements of all window apertures, top of door, skin heights etc must be within 1" of original, i.e. original glass sizes/measurements will be used. (Current and older cars **that are already in the formula** that do not fully comply too the revised 2025 rule book will be drilled and tagged in various places with seal numbers logged, and the Promoter/Scrutineer MAY give you a run-off period to allow the car to carry on racing (maximum of **2 years from 2026**. They will have the final say).

The following cars may be used. They must use the engines as manufactured and must keep to the engine rules. **Vauxhall Nova** (from 2019 no new builds and Novas not allowed in the formula from 2023), Corsa B,C & D, Tigra 1 & 2.

Drivers wishing to race alternative vehicles must contact the Promoter.

The total minimum weight at the end of a race without **the** driver, and any remaining fuel is 700kg. There is also a maximum inside weight of 53% at the end of a race without driver and any remaining fuel with a tolerance of +0.2% only.

To achieve minimum weight only, metal **weights** may be added and must be **welded in securely**. The standard floor pan and bulkheads must remain in position intact as original.

A complete firewall must be between the engine and driver's compartment to help protect the driver from the possibility of burns from fire, fuel, oil or water. This must be made of metal and all holes covered, except for minimal size holes for cables, pipes, electrics etc to pass through.

3. ENGINES

The engine must be an 8-valve standard 1400cc Vauxhall engine and must occupy its original position. The engine and all parts must remain standard production specifications unless stated.

Cylinder Head

- The **cylinder** head maybe skimmed to a **minimum thickness** of 94mm.
- Valves must remain standard **type** to cylinder head being used on the 1.4 engine, **the inlet and exhaust valve minimum length is 104.6mm (production length is 105mm)**, example SE Head SE Valve, NZ head NZ Valve etc.
- **Valve seats have to remain a standard 2 way angle cut at 90° then 45°, 3 way angle cut valve seats are not permitted.**
- Cam **shafts have to remain** standard OE 1400cc, **maximum lift of 6.12 mil**
- Standard Hydraulic lifters only no modifications, shimms or solid lifters allowed.
- Inlet manifold must be standard 1400 only, apart from the Cathedral Port inlet manifold can be used. No removing or adding material
- No machining polishing of exhaust and inlet ports on head or manifolds.
- Original thickness inlet manifold gaskets must be used.
- Inlet water way may be blanked off
- The waterpump must remain as standard.

Carburetor

Must be Pierberg 20/24. Cold Starts may be removed. Second choke vacuum only. Fuel jets are free, you may drill jet to size. Only modification to be carried out on carburetor – vacuum pipe from distributor may be removed and fitted to vacuum unit on carb and blank fitted to carb where necessary. Original amount of carb to inlet manifold gaskets must be used including standard spacer block.

The Needle valve and housing can now be drilled to a max of 2mm

A secondary fixing **MUST** be used on the fuel feed inlet pipe connection to the carburettor. The secondary fixing **MUST** be completely independent of the primary fixing for the fuel feed inlet pipe. Two throttle return springs must be fitted to the throttle mechanism, not the cable or pedal, they must be securely fixed (not cable ties). The integral spring attached to the cable or small spring on the carburetor body, does not count as one of the required springs.

Ignition System-Distributor

Distributor must be standard manufactured part, no electronic ignition unless its fitted as standard, standard type Bosch modules, Bosch oil filled coils. Motorcraft 7 pin may also be used, **pattern part, OE or after market equivalent parts can be used.**

HT ignition leads have to be standard, OE or after market equivalent, maximum 8mm thickness. These can be silicon but no competition leads.

Blocks

Block may be re-bored to +40thou, it also may be skimmed but pistons must not protrude the top by more than 10 thou and remember pistons must remain standard.

Con rods and caps remain standard but may replace with ARP bolts. No other modifications.

S.E piston standard 8 valve may be fitted to N V block.

Fly Wheels

Flywheels are free but no aluminium, they may be skimmed.

Clutch plate and Pressure Plate must remain standard. No drilling/machine work of any type is permitted.

PLEASE NOTE:- There may be occasions when we need to seal engines prior to stripping, **it is compulsory to have** 2 cam cover rocker cover bolts and 2 sump bots drilled.

If possible 2 head bolts and 1 inlet manifold bolt, **or you can drill all 4 of the camshaft carrier casing lugs above the inlet/exhaust manifolds so sealing wire can seal around the manifolds.**

All holes have to be drilled minimum 2mm, if these holes are not drilled and a seal can't be fitted it will result in an immediate suspension of all racing facilities.

OIL CATCH TANK

An oil catch tank (no drink cans or bottles) minimum of at least $\frac{1}{2}$ ltr must be connected to the engine breather system and fitted inside the engine bay.

4. GEARBOX AND TRANSMISSION

The gearbox must remain standard as manufacture, apart from you can change and do external modifications to gear linkages/brackets. Standard gears and differential ratios only. No internal modifications of any sort. No competition type gearboxes are permitted.

Diffs may be locked by welding only, the use of L.S.D. Diffs is not permitted, 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 driver's side.

5. WHEELS AND TYRES

Any standard steel road wheels to a max width of 6 $\frac{1}{2}$ " J can be used that will fit without modification. Alloy wheels may be used. If a wheel is not marked with original width (6 $\frac{1}{2}$ " J), it can not be used. No machining or modifying of wheels to make fit is allowed. Aftermarket alloy wheels are allowed, but no motorsport or competition wheels are to be used. All wheels must be a 4 stud fixing.

Wheel spacers are not permitted. All wheel weights and centre caps must be removed. All wheel studs and nuts must be fitted at all times.

The only tyres permitted are 175/70R 13 82P Yokohama Blueearth ES-32.

Tyres may be cleaned up. Tyres may not be recut. Tyre softener is not permitted. Tyre gaitors CANNOT be used.

6. SUSPENSION

Front and rear suspension must be fitted as original and in standard manufacture form unless stated differently, this includes front turrets and all rear suspension components and mountings on body shell and chassis points must be in original positions.

The interchange of front hubs, carriers etc using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any kind is permitted.

Slight strengthening may be used to allow for corrosion or weak mounting points.

A strut re-enforcement bar may be fitted to the front top mounting and maybe secured by means of a separate bracket.

Passenger side wheelbase may have a lead of 1inch, this can be achieved by modifying the bottom tie bar.

The wheelbase has to remain standard on the driver's side, which are: Corsa B 244.0cm/96.06", Corsa C 249.1cm/98.07" and Corsa D 251.1cm/98.86". When the wheelbase is measured it's the driver's responsibility to set their wheels where they want them. Once one side is measured, they CAN NOT move the wheels to measure the other side

Back axle must remain in its standard position to manufacturers settings.

To obtain wheelbase by adjustment of torsion bar - torsion bar may have threads extended or fit new bracket or cut and weld thread on the end of torsion bar. However, this is not recommended.

All coil springs are free (2¼" are permitted but not tapered) and may be cut to lower the car, only 1 spring per corner is allowed and has to be used, the use of helper springs and adjustable spring platforms is not permitted.

Front suspension legs and rear shock absorbers must be standard (gas or oil) as originally fitted to the car.

Rear Shock absorbers must be of the common type i.e. pin fixing at the top, and round bush fixing at the bottom. All shockers must still have original, or after-market part numbers stamped on body, clearly marked, not grinded off, over painted. A sticker does not mean it is correct. NO competition type or GAZ are allowed. Shockers may be removed and tested at any time.

To obtain wheelbase and camber on a Corsa C you can fit an adapter plate.

Rear coil springs must have a secondary fixing on lower part of spring to axle beam. It may be bolted, metal straps (no hose clips permitted), seatbelt/ratchet strap or similar type webbing or a metal cable tether so spring doesn't come out on impact.

The use of a packer between the lower spring platform and the base of the spring is permitted. The preferred use is a aluminium or nylon/rubber fully enclosed disc not open, if metal weld to platform if possible, or fully secured using secondary fixings as above to prevent them coming off.

7. CAMBER

Only the passenger side front wheel may have **free** negative camber added by either drilling the shocker top mount, elongating the shockers bottom holes or by extending the bottom arm, a longer drive shaft may be used or extend a standard shaft. The driver's side front wheel has to be sat at 0 degrees camber no positive or negative and may be achieved by elongating the shocker bottom holes or using a camber bolt.

The rear wheels must have no camber added or removed and must not have washers behind the hub for adjustment.

The bottom arm on the driver's side must remain standard

8. STEERING

The use of quick release steering wheel mechanisms is permitted. No quick steering racks may be used.

Steering arms must remain as standard.

9. BRAKES

ABS system to be removed and a standard Corsa one fitted. You can either run 2 valves on the rear lines or no valves.

A working four-way brake compensator valve has to be fitted in the middle of the front bulk head **in the original position in the engine bay** and has to be original Vauxhall type with no modifications (random checks and removal of this item may be carried out any time).

Front brakes must remain standard i.e. Equal size calipers and discs each side.

Rear brakes must remain standard equal size drums across the axle.

All brakes must be able to stop the wheel when jacked up and rotated by hand with minimum force (scrutineers decision is final)

No material must be removed from the pads or shoes. No competition brakes of any type are allowed.

The interchanging of front brake calipers, caliper carriers using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any type. The only EXCEPTION is you can slightly chamfer edge of Corsa C caliper carrier. Solid brake discs only, no drilling or groves of any type. You may machine the OD of the brake discs a maximum 10mm only, minimum size of disc is 225mm OD.

10. BODYWORK

Must be complete with all panels and to remain steel all through, the only exception is the front and rear light apertures may be blocked off or left open using fibreglass light blanking covers. Existing apertures (front and rear lights etc) must not be strengthened other than a blanking cover. Doors may be welded shut, if the driver's door is hinged there must be at least 2 fixings to secure the door closed.

A and B pillars must remain standard and unworked. Skins may be removed beyond back of B pillar

All plastic scuttle panels to be removed and replaced by steel of max 2.5mm thickness. Must be welded or bolted. This is a safety item.

Steel side skirts and wheel arches must be fitted. Side skirts must be welded into the lower edge of the arch and the arch must not be wider than 50mm at the top of the wing and the side skirt can be no wider than 100mm on the drivers side and 130mm on the passenger side. The width of the skirts must not be wider than the wheel arch. No part of the wheel/tyre can protrude past any part of the bodywork, a straight edge will be used from the floor up and front to rear. Side skirts, spoilers, aerofoils must be securely welded or bolted in place, with no sharp edges. Side skirt bottom must remain open with max of 5 x 25mm x 6 flat braces (no box section), no other reinforcement. Any replacement panels must remain as standard body panel thickness 20 gauge. Ironwork added to the front or rear and inner wings 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.

Cars with tatty, dented, corroded and badly battered panels will not be allowed to race. All bodywork panels must be in a safe condition with no sharp edges and in a presentable manor.

11. BUMPERS

All cars must be fitted with plastic bumpers to the front of the vehicle. If Bumper is enclosed there must be a minimum of 4 x 50ml inspection holes. Standard bumper bars only, no additional steel and 1 bumper bar only

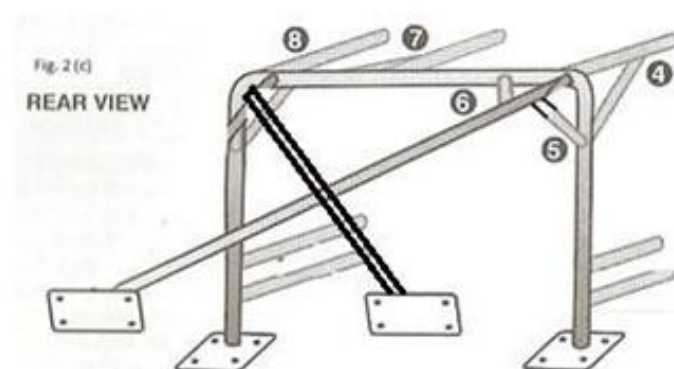
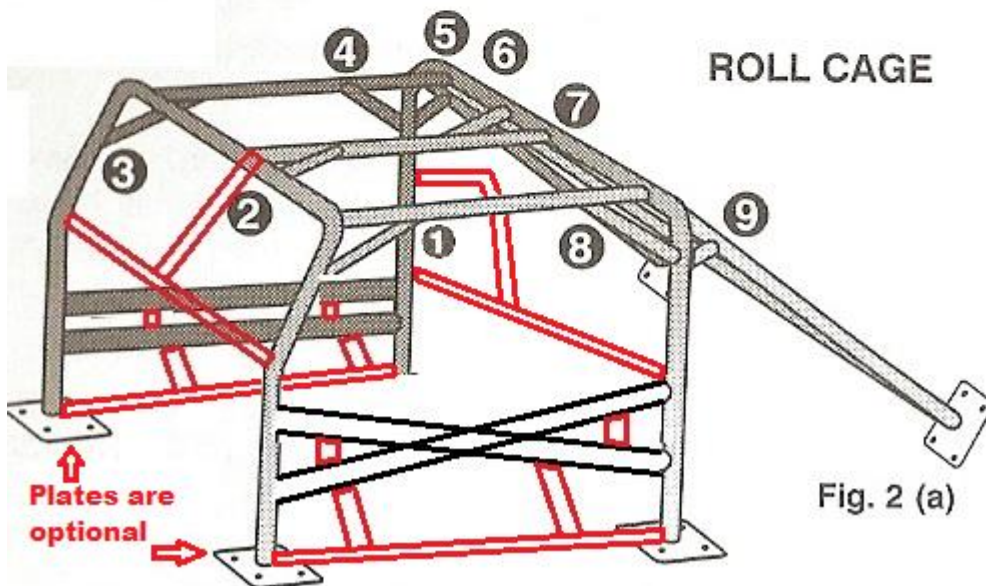
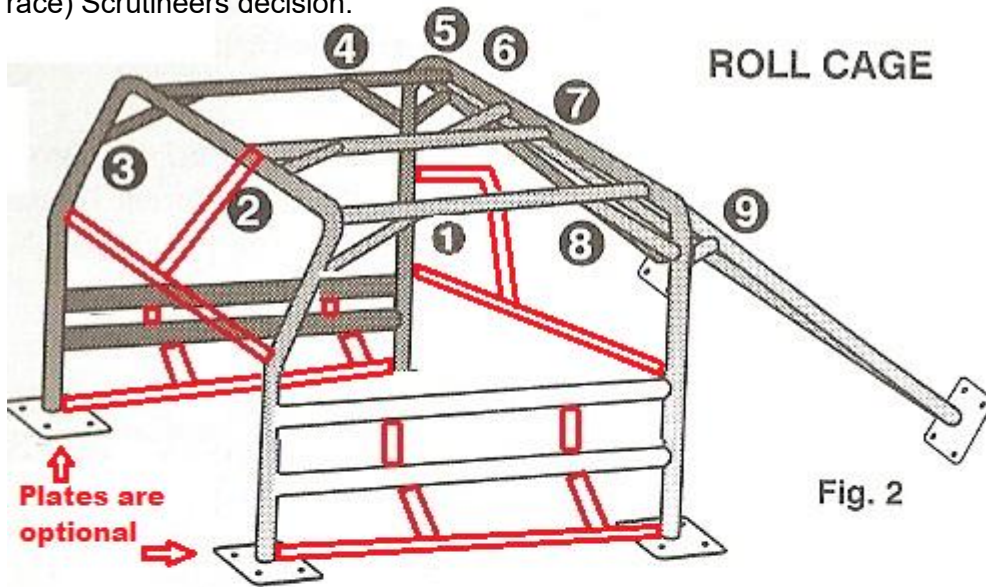
Both front & rear panel must have a minimum of 8 x 30mm inspection holes. Panels may be fitted but must not alter the profile of the car.

12. 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 chickenbars 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 drivers side (if horizontal) should be a minimum of 3" (76mm) above the sill **BAR AND THEN FROM THE BOTTOM DOOR BAR TO THE TOP DOOR BAR MUST BE A MINIMUM OF A 3" (76MM) GAP.** The roll cage hoop feet must be on 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 rollcage 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. **IT IS COMPULSORY TO HAVE SILL BARS TO JOIN THE A & B PILLARS OF THE ROLL CAGE AND THEN THE NEW DOOR BARS WOULD WELD ONTO THESE. PLEASE REFER TO DIAGRAM OVER THE PAGE.**

There must be a minimum 2" clearance between driver's helmet (this includes the peak of the helmet), when strapped in at all points of the roll cage and roof plate.

All welding must be of a strong adequate standard (if we are not happy you will not be allowed to race) Scrutineers decision.



PLEASE NOTE:- all of the above roll cage rules are new for 2026 as recommended and agreed by the ORCi for all non-contact formulas.

13. SEATS

Fibre glass seats and other special competition seats are recommended or solid one-piece seats, none reclining, and must be securely fitted. The back of the seat must be adequately supported including well supported so the seat cannot move sideways, a minimum of 6 M8 bolts must hold the seat in position with 4 on the base and provide a strong head restraint otherwise this restraint must be an integral part of the roll cage.

Preferred seat is an intermediate seat, **home-made seats are not permitted.**

Driver's seats must occupy its original position where possible and be securely fitted or welded to the floor pan or cradle under the seat, and the headrest must not protrude beyond the rear of the main hoop. If your seat and seatbelts are not mounted safely it is the Scrutineers decision if you are permitted to race.

14. SEAT BELTS

A minimum of (75mm) wide safety belts (40mm sub-strap) are mandatory. This must be a full five-point buckle release harness (including NASCAR type) with sub-strap and must be fitted and bolted to the floor and /or the roll cage. Anchorage points should be fitted securely using eyelets or bolts 3/8" minimum size using large spreader washers/welded in plates if bolted through the floor, **no chains or d-shackles permitted.** 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 NASCAR 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 Tubi grip 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 approximately 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

Also refer to ORCi website for correct fitment (details can be found at rear of rule book).

15. 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. A wire mesh panel covering the driver side of the screen is recommended. An interior mirror must be fitted.

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

16. BATTERIES AND ELECTRICAL

Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid, and **positive** battery terminals must be covered to prevent shorting out with non-conductive material. The use of gel batteries is allowed. 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.

A **battery isolator engine kill** switch must be fitted **in the earth circuit** to the rear left hand window of the car **within easy reach of track marshals and be clearly marked on/off with a ORCi isolator**

locator sticker, the isolator switch knob must be either painted or bright red in colour, a switch must also be within easy reach of the driver to stop the engine and electric fuel pump if fitted. 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. STOP LIGHTS

Two brake lights must be fitted at the top of the rear screen aperture. Minimum size of 2ins square or 2ins round LED light units.

The lights must be operated by the standard stop light switch as fitted to that particular model of car, no other switches or modification to switches are to be made.

18. FUEL AND FUEL TANKS

The use of BP 102 Octane rated fuel is not permitted.

Only roadside fuel is allowed, the use of additives /octane booster and fuel scents are not allowed.

Fuel tanks must be metal/alloy tanks, maximum capacity 3 gallon tank, fitted to the rear of the driver but in front of the rear axle centre line and must be at least 6" from the battery, it is not permitted to fit below the chassis rails, in the spare wheel area and you cannot cut the floor to accept the tank, and must be fitted above the floor inside the car the tank must be securely fitted with minimum 4 M8 bolts behind an adequate fire wall, 4 x 50mm drain holes under or around the tank. All tank filler caps must be of a secure leak proof metal screw type fitting, with your race number and "GT" written on it with a permanent marker pen or similar.

Petrol pipes must be of metal covered and fixed securely to prevent chaffing and have a single movement (not screw valve type) fuel shut off tap within easy reach of the driver, (down the centre of the car), which has to be clearly marked on/off.

All tanks must be fitted with a breather system if a car is inverted. ie fuel feed pipe must enter the top of the tank, and a breather pipe must be fitted in the top. Fuel feed pipes and breathers must exit at the top of the tank and a non-return valve fitted to the breather pipe and must be working at all times (or you will be excluded from the results as random checks will be made). The non return valve must be easily accessible for scrutineering inspection.

A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind the firewall or fully covered/boxed in. Any fuel filters to be behind fire wall or inside engine compartments. A 50mm 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.

Petrol Tank Covers

The fuel tank must be covered in a non-flammable material box covering 3 sides and top and leave one side open. i.e. Imagine an upside-down shoe box, the long-uncovered side should be fitted with this opening facing the rear of the car.

Fire Extinguishers

A dry powder or gas type fire extinguisher minimum of 2kg must be carried in the competitors tow vehicle/transporter at all times and within easy reach especially when re-fuelling the race cars, as per the ORCi guidelines.

19. SILENCER / EXHAUST

Cars must be fitted with the original, standard exhaust manifold only can be used, no machining, polishing of internals is allowed. Rough casting must be visible. Standard 2 into 1 down pipe, 1 single pipe to a silencer. The only silencer allowed, (which must not be modified in any way) are

SKR Stamped Box available from the Promotion in the Pit Office on race days, the Fordson Major or the BriSCA F2 stamped box is not permitted.

The tail pipe must exit rearwards due to the slight differences in manufactured SKR silencers they cannot point downwards and you are permitted and must remove and shorten the tailpipe angle to the SKR logo not before it.

The twin down pipe may be cut and twisted to fit around Corsa C subframe, that is only modification available.

A heat-resistant tape may be used on the exhaust manifold and the down pipe in the engine bay. No stainless or competition exhaust systems can be used of any type.

NOTES a bespoke manufacture system is being looked at to be developed in 2026 to be used and available for 2027 (as standard systems are hard to find and stock very limited). With special permission only from the Promoter, cars may trial the new system during 2026 season.

20. 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.

21. APPEARANCE

The car should be tidy and well painted with the driver's name on the sun visor and all sign writing should be professionally done.

A fin type roof number with figures must be fitted, to be clearly seen by race control. The fin plate has to be white with plain black numbers of professional appearance. Numbers have to be a minimum size 9" high x 1½" wide, with easy readable font, no sparkle or shadowing allowed, or writing in numbers.

At all points the roof fin must have a minimum 125mm upstand from the roof you may have your name, nickname only minimum 50mm high on top of the fin but must not interfere or touch the numbers with a minimum 15mm white border above the number.

22. ROOF/GRADE COLOURS & STARTING POSITIONS

The roof panel has to be in correct grade colour, minimum of 3ft x 3ft square.

To make it easier for regular grade changes, you may also bolt on a flush fitting 3ft x 3ft square 2mm max thickness aluminium plate, using a minimum of 6 M8 bolts (not riveted or screwed) with your new correct grade colour.

Roofs must be in the correct colours as stated below:-

Gold Roof Champion	-	Gold
British Champion	-	Black & White chequered
Points Champion	-	Silver
Superstar	-	Red roof & flashing lights
Star Grade	-	Red roof
A Grade	-	Blue roof
B Grade	-	Yellow roof
C Grade	-	White roof

If you win a heat, you must start at the back of your grade. (The final may be grided).

All Champions **must** start at the back of their **grid**. The National Points and Gold Roof Champion will start at the back of the Superstar's being the last 2 cars on the grid but starting in front of any novices.

23. DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS

The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves etc), will be retained during the meeting by the scrutineer, Promoter or appointed official and will be returned to the driver at the end of the meeting.

These regulations are located in the "Technical" section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:
ORCi Website Technical Section:- <http://www.orci.co.uk/Content/Technical>
ORCi Website Home-page:- <http://www.orci.co.uk/Home>

24. RULES OF RACING

The use of alcohol or any non-prescription drugs or substances is totally prohibited, before or during a race meeting.

For ORCi rules of racing go to:- <http://www.orci.co.uk/Content/Technical>

SCRUTINEERING/TECHNICAL CHECKS

- Any faults or discrepancies will be put in your drivers/log book, if no licence available these will be sent direct to all promoters and scrutineers for your next meeting for future reference.
- If you lose/forget your licence book and are issued with a day licence on a regular basis, this will be reported to the promoters and may result in possible disciplinary action.
- Repeat faults found on any cars you will be refused to race until rectified so make sure all your equipment and car are correct to this rule book.

25. DISCLAIMER AND SCOPE

Even though GT Hotrods is a non-contact formula it is possible that accident or injury risk are inherent. This rule book aims to minimize those risks wherever reasonably practical.

By signing a licence application all drivers accept that Motorsport is dangerous and agree to compete under those conditions.

The Promoter may amend or update rules at any time for Health & Safety requirements or competitive reasons.

REVISED RULES FOR 2026 HIGHLIGHTED IN BOLD/ITALIC/RED PRINT