

National hotrod rules:

1. National hotrods to be a/close to representation of current full size national, outlaw and 2 litre hotrods
2. Body shells to be Lexan only. Wings are allowed to be used
3. Internal bumpers are allowed to be made of foam only
4. Minimum weight of car ready to run to be 950 gram
5. Ride height to be a minimum of 3mm
6. Motors to be 13.5 turn with an RRP of £65
7. Lipos to be 1s only and must be brca approved
8. All electronic speed controllers to be blinky and RRP of £150
9. Chassis:
Must be made from grp, be a single piece and must extend a minimum 10mm in front of the front axle line, and a minimum of 20mm behind the rear axle line.
Wheel base to be 205mm +/- 5mm max track width 163mm front and rear.
No extra hole to be drilled or modifying of the chassis by the racer.
10. Rear pod:
Must be made entirely of plastic, have a rear guide pin, and twin coil springs mounted behind the rear axle line, and a single pivot ball mounted in front of the motor. Must not be ride height adjustable.
11. Front wishbones must be moulded of plastic, have 2 mounting points using m3 screws or bolts, and be mounted directly to the chassis
Washers are permitted to add castor, or lower ride height. Single coil spring on each wishbone.
No trailing arm hubs.
12. Front strut braces are allowed but must come with the kit and not cause camber adjustment to the front wheels, kingpins, stubs or wishbones.
13. Fixed axel only no diffs. Axels, stubs and kingpins to be made of steel only
14. Only single bolt rear wheels to be used not gt or pancar type to be used. The wheel must be of solid construction. Choice of wheel and tire is free as long as complies with this rule
15. A free choice of spur gear and pinion. Pitch of spur and pinion is optional. A spur gear can be used on both sides, z-drives and gears can also be used
16. Bearings may be used in front and rear axels
17. Cars must not have:
Damper tubes, link bars, active caster or any parts made of carbon/ carbon composite
18. Body posts may be changed and track rod ends may be changed.
19. No tyre additive to be used
20. All cars must be commercially available, no hybrid cars or home builds

I.e. all kits supplied must have original chassis plate but alternative manufacturers parts can be fitted these parts may be fitted but must come in the original suppliers kit. The intent of this is to allow competitors parts to be used on other branded cars in the likelihood parts become in short or zero supply.