

**CHAPTER FOURTEEN**  
**SKEGNESS STADIUM 1300 SALOONS STOCK CARS 2012**

The object of the race is to complete the specified number of laps in the shortest time. You may push a car from behind or spin a car to the inside of the circuit. Attacking the car from the safety infield is not permitted. 1300cc Saloon Stock Cars are a "nudge and spin" formula, they are not built for heavy contact.

**If you are building a new car it is highly recommended that you visit a race meeting to look at current cars being raced before you start car construction - at a race meeting the scrutineers any many of the drivers will be happy to advise you and give advice. Or get in touch with the office 0844 559 1228 who will be happy to give you telephone numbers of the people concerned who can assist you in your construction of your car. WE ARE HERE TO HELP**

*All new cars must have a technical inspection BEFORE being presented to race.*

**1. Car Bodies- General**

Cars are to be any four seater, right hand driver, steel bodied saloon or hatchback not exceeding 1300cc when manufactured, the most popular cars are listed below with the weights, if you wish to use another car please contact Tel 0844 559 1228

<b>Nova</b>	<b>min weight</b>	<b>930kg</b>
<b>Astra</b>	<b>min weight</b>	<b>930kg</b>
<b>Corsa</b>	<b>min weight</b>	<b>930kg</b>
<b>Tigra</b>	<b>min weight</b>	<b>930kg</b>

**An inside weight maximum of 52%.**

Body shells must remain as standard and cannot be cut, lowered.

**Car body must be close to silhouette as possible.**

Front panels may be removed and inner wings can be cut as far back as suspension turrets but the turrets must not be removed or repositioned.

Original front track arm mounts must remain and in their original position but may be strengthened.

The front chassis to the bulk head may be removed and replaced with 40 x 40 box section.

Bulkhead, floor and tunnels must remain standard with the exception of the boot floor which may be removed from the centre of the wheel back.

Rear floors may also be replaced with 1mm plate.

Original rear axle mounts must remain and in their original position but may be strengthened.

Original rear inner arches and shocker mounts may be removed and replaced.

Chassis must remain as far back as rear spring pan with spring pan remaining in its original position but may be welded to the steel work.

The removal of inner door, bonnet, tailgate and roof skins is allowed but removal of structural stiffeners is not permitted.

Wheel arches may be trimmed to edge of steel work.

Rear window aperture cannot be filled in.

Passenger door only may be cut down to top of steel work.

The use of fibreglass / Kevlar panels is not permitted.

**2. Engines**

The engine must be 8 valve standard 1300cc Vauxhall engine and must occupy its original position.

No engine swaps are allowed.

Heads maybe skimmed to a minimum of 94.36mm. (We will be doing tests on heads, re the possibility of removing the 60thou restriction to monitor the effect on the racing)

Engines may be re-bored to a maximum of 40thou.

Pistons may not protrude out of the block, anymore than 10thou.

All engine components must remain standard, the only component of an engine to be balanced is the crankshaft by drilling only. Air filters may be removed or replaced.

The carburettor must remain standard to the engine. Carbs must not be modified, polished or any metal added or removed. Carburetion must remain as standard and although jets and needles are free, they must be fitted.

Ford & VW parts cannot be used, only standard Vauxhall 2E3 part to be used—all choke sizes are permitted as long as they are Vauxhall variant.

Pierberg 2e carburettor to be used on all Vauxhalls. All Vauxhalls must use Pierberg 20/24 carbs and inlet manifold

Choke butterflies and cold start equipment can be removed, but economy devices must remain fitted as standard. No ram pipes, trumpets or stubs are allowed.  
All Vauxhalls must use Pierberg 20/24 and inlet manifold

Sumps must be standard to the engine but may have a modified pick up and baffle plate inside.  
The standard 1300 cam as fitted to the engine as manufactured must be used. Maximum 6.05ml lift. No reprofiled or competition cams are allowed. NO offsetting or adjusting of the cam timing is allowed. If your camshaft or any other components are suspected of being other than standard the promotion reserves the right to confiscate the parts and have them checked, during this time the driver will be suspended until they are proved right or wrong.

Engines may be secured.

Valve sizes must be as manufactured to that engine.

Flywheels maybe skimmed to a minimum of 5kg.

Head gasket, no competition gaskets allowed, and standard type only.

1300 Astra head maybe used, but Nova inlet manifold, carburettor and exhaust manifold must be fitted.

There may be occasions when we need to seal engines prior to stripping, therefore all engines must have two head bolts, one inlet manifold bolt and two cam cover / rocker cover bolts and two sump bolts, drilled with a 2ml hole, so we can fit a sealing wire.

### **3. Gearbox and Transmission**

The gearbox must remain complete and standard to the car being used, the use of competition type gear boxes is not permitted, but automatic gearboxes may be changed to manual provided they remain standard to the car manufactures original fitment to that model.

You may use Astra gear clusters in a Nova.

Bell housings must have a 2" hole drilled to allow the scrutineer see the fly wheel, a dust cover may be fitted, but must be removable.

The gearbox and final drive must be as original to manufacturer.

And providing that no machining or alterations are made to allow the diff to be fitted, the differential assembly must be locked by welding only. The use of L.S.D. is NOT permitted.

### **4. Ironwork**

Roll cage area ABOVE THE DRIVER must be filled in with 1/8<sup>th</sup> plate.

A full roll cage to a minimum of (1 1/2" box or tube) in 2.25mm to maximum of 4mm must be fitted. The cage must have front and rear hoops with 2 connecting bars.

The roll cage must be clear of the helmet line.

**Front and rear bumpers to be a minimum of 12" from top to bottom with the exception of one piece of 40 x 40 or 50 x 25 box section to bottom rail of the REAR bumper.**

Front and rear bumpers may be angled back on the corners but both sides must be the same.

Top rail behind the driver's seat must be from top rail to top rail and must be one continuous piece of box.

The same applies to the bottom rail.

Both top and bottom inner steel work must be double thickness ie. inner and outer steel work connected between the dash bar and the bar behind the driver's seat - this must be the same on both sides and must be connected with bars from top rail to bottom rail on inner steel work to connect the two.

Rear wheel protectors must be fitted level with outer steelwork and must not be angled up or down and must come down to at least the top of the wheel rim.

Welding - must be of a high standard - all sides of box section must be fully welded although there will be places where this is not possible but every effort must be made to do this. Particular attention must be made to the roll cage as this is a safety issue. Scrutineers will carry out safety checks in this area.

All internal panel work where steelwork is not exposed MUST be removable so the scrutineers can carry out checks to the steel work.

All side rails must be either 40mm x 40mm max 4mm or 50mm x 25mm max 4mm (flat surface to the side only). All other steel work must be either, 40mm x 40mm x 4mm maximum or 50mm x 25mm max 4mm and constructed as shown on the diagrams.

The front bumper only may be constructed from 40mm x 40mm up to 5mm thickness. MAXIMUM of eight uprights in front bumper and five uprights in rear bumper.

**A brace may be fitted between inner rails, but not connected to top and bottom rails of bumpers, minimum gap of 40mm.**

If there is no steel work that passes under the seat then a 3mm plate must be welded or bolted to the drivers side floor pan, from the pedals to the rear of the seat.

Damaged chassis members, where front and rear chassis sections are weakened by corrosion or damage they may be replaced by 40mm x 40mm box section, maximum 3mm thickness. Replacement chassis rails must be drilled or left open. The front must terminate at the bulkhead and the rear must not come any further forward than the centre of the rear axle. Only sufficient box section to replace the damaged chassis members is allowed.

Maximum width 70" at front steel work.

Smaller diameter box section may be used as structural stiffeners. i.e. 25 x 25 or 30 x 30 box section.

#### **5. Wheels and Tyres**

Any standard steel road wheels or Weller wheel to a max width of 5½ J" can be used that will fit without modification. Banded manufactures Alloy wheels may be used. No aftermarket alloy wheels allowed.

Wheel spacers are not permitted.

The only remould tyre allowed is Kingpin. 175 / 70 x 13",

Yokhamma A Drive may be used. Tyres may not be buffed, but may be cleaned up using a grinder.

No competition Motorway tyres allowed.

Gaiters may be used. Tyres may not be recut.

Brakes must remain standard at all times and work on all 4 wheels at all times. Bias braking is not permitted.

#### **6. Steering and Suspension**

There is a minimum ride height of 5" from the bottom of the sill (not the rebate lip) to the ground. If you race at other tracks, the ride height must be inline with the home promotion rules.

Only original suspension turrets, in their original position may be used all 4 springs are free and may be cut to lower the car. No suspension either front or rear may be mounted on the steelwork, with the exception of the rear shock absorber where the original wheel arch has been removed.

Original suspensions may be strengthened.

Original floor of the car must be used.

Wheelbase Corsa 96"

Wheelbase Nova 92"

Passenger side wheelbase may have a lead of 1 inch

Negative camber is allowed on nearside front wheel only, no positive camber. NO camber on rear wheels.

**To achieve camber on front NS leg only, may be modified by means of elongating holes to achieve camber. Drive shaft and bottom arm may be lengthened to suit. i.e. weld plate and re-drill hole.**

**Corsa C – bottom arm passenger side may be cut or moved to achieve a 1 inch lead on wheelbase.**

No rose joints are allowed. A strut brace is permitted leg to leg only. All suspension legs must remain as original fitted to the turrets and not be adjustable or strengthened.

Leaf springs must be of standard type and fitted in pairs i.e. 2 singles or two multileaf double coil springs are permitted. Rear suspension spring and shock absorbers are now free. But NO competition type. Front suspension must be standard legs, oil or gas springs are free. No GAZ

Standard legs and shock absorbers must be used. No competition.

#### **7. Engine Mounts**

Original engine mounts may be replaced by fabricated ones and mounted solid.

#### **8. Screens**

No glass is allowed in the window aperture or screen. All other glass must be removed from both inside and outside car.

Mirrors may be fitted inside the car only. A metal upright 25mm x 25mm must be welded or bolted into the windscreen aperture, one third of the way along the driver's side.

A wire mesh panel covering the driver's side of the screen is recommended.

#### **9. 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 and provide a strong head restraint otherwise this restraint must be an integral part of the roll cage. Driver's seats must

occupy their original position and be securely fitted with 4 plates, 4" x 4" x 1/4" welded to the floor and bolted to the seat, the fixing plates to be separate from the harness fittings.

#### **10. Batteries and Electrical**

Batteries must be securely clamped in place and **covered with a leak proof material to prevent spillage of acid**. An electrical cut off switch must be fitted to the R/N/S corner of the car and be clearly marked. If the car is fitted with an electrical fuel pump, a switch must also be within easy reach of the driver. Self started 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.

#### **11. 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. 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 Tubigrip 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 approx 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

#### **12. Fuel and Fuel Tanks**

The use of BP 102 Octane rated fuel is NOT permitted. Only roadside fuel is allowed, the use of additive / octane booster is not allowed. Fuel tanks must be metal, maximum capacity 3 gallon tank, fitted rear of the driver and must be at least 6" from the battery. 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 fitting. Petrol pipes must be of metal or metal covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the centre of the car) at all times.

All tanks must be fitted with a breather system a car is inverted, i.e. 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 one way valve fitted to the breather pipe**

A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind fire wall. 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. **The fuel tank must be enclosed in non-flammable material box covering all 4 sides & top and leave the bottom open, with a hole in the top with a cover to access for refuelling.**

Electrical fuel pumps may be used and fitted behind the firewall.

#### **13. Exhausts**

The standard system as fitted to the car if in good condition, or the Fordson Major Box part number E1ADDN532 A or a Brisca F2 type, must be used and if fitted inside the car, covered next to the driver. Novas to run standard 1300 exhaust manifold. i.e twin down pipe.

#### **14. Radiator**

Are free and only one may be fitted in the engine compartment. No secondary rads or oil coolers are allowed.

#### **15. Appearance**

The car should be tidy and well painted with the drivers name on the sun visor and all sign writing should be professionally done. Full roof panel in correct grade colour.

#### **16. Balaclavas**

Fireproof balaclavas must be worn.

**Numbers / Safety Equipment / overalls / Helmets / and lots more information are all available at the front of this publication.**

(4). END