

**CHAPTER FOURTEEN
1300 SALOONS STOCK CARS**

1300cc Saloon Stock Cars are a "nudge and spin" formula, they are not built for heavy contact.

One car rule, we will move back towards one car per driver on any surface, during 2010 we will constantly keep a close eye on the formula to make sure that it complies with the rules at all times and keeps within the spirit of the formula.

Those few drivers with two cars can use them during 2010 season as follows; they must alternate the car they use on each surface.

From the first time you use the two different cars wherever you race---the next time you appear on the same surface you must use the other car.

Over the course of the year 50% of your meetings on either surface in car A and 50% in car B.

This obviously only comes in force the moment you use 2 cars, this also includes any of the scheduled guest tracks.

On the English Champion and UK Speedweekend and any other two day events the same car must be used on both days.

The scrutineers have a system in place where they can identify which car is which and your logbook will be marked accordingly.

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 01754 811228.

Nova	min weight	950kg	max	1000kg
Astra	min weight	950kg	max	1000kg
Corsa	min weight	950kg	max	1000kg
Tigra	min weight	950kg	max	1000kg

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

Car body length from front to rear bumper must be original to manufacture

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 to the car and must occupy its original position.

No engine swaps are allowed.

Heads may be skimmed to a maximum of 60thou after skimming must not be less than 94.36mm. engines may be re-bored to a maximum of 60thou. The block may be skimmed to a maximum of 5thou.

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.

All Vauxhalls must use Pierberg 20/24 carbs and inlet manifold.

Pierberg 2e carburettor to be used on all Vauxhalls.

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. The use of Ford Mexico head valve is not permitted.

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 should be standard as manufactured and must not be lightened, flywheels must be the one which matched the original engine.

Head gasket, no competition gaskets allowed, 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 1/8th plate.

Each door must have 2 inner door bars of 40x40 or 50x25 box section

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.

Where the rollcage uprights are secured to the floor and not the steel work 4" x 4" x 1/8th plates must be welded to the base and welded or bolted to the inner sill or floor.

The roll cage must be clear of the helmet line.

Each door must have 2 chicken bars with a 1/8th plate welded to the outside. There must be one cross bar in front of the driver and two behind the driver.

All side rails must be either 1 1/2" x 1 1/2" max 4mm or 1 1/2" x 1 1/2" max 4mm (flat surface to the side only). All other steel work must be either, 1 1/2" x 1 1/2" 4mm maximum or 2" x 1" max 4mm and constructed as shown on the diagrams.

Under irons must be continuous and must include a gap of at least 12", which may be joined by a "dog leg".

Two outer side rails must be as diagram i.e. one upper and one lower. (putting a loop bar just on the drivers and passenger doors are not allowed) The rails must be full length

In between the wheel arches and be welded to the body work and inner irons.

The inner top ironwork (fig c) must not be continuous and must stop at least 6ins from the rear bumper. The front bumper only may be constructed from 1 1/2" x 1 1/2" up to 5mm thickness. MAXIMUM of eight uprights in front bumper and five up rights in rear bumper.

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.

Rear wheel protections, consisting of Transit size leaf spring must be fitted level with the top of the rear wheel rims on both sides of the car, secured to the ironwork, bolted one end, sliding the other.

Damaged chassis members, where front and rear chassis sections are weakened by corrosion or damage they may be replaced by 1 1/2" x 1 1/2" 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.

5. Wheels and Tyres

Any standard steel road wheels or Weller wheel to a max width of 5 1/2 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 are C tyres / King Pin /Hi Q. They must all be the same tread pattern, The only size allowed is 175 / 70 x 13"

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.

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.

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.

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, No gas. Only oil filled allowed.

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 1" x 1" 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 3" (75mm) wide safety belts (2" (40mm) sub-strap) are mandatory. This must be a full five point buckle release harness (including Nasca 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 Nasca 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.

See Chapter Three for belt fixings.

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 2" 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 which prevents spillage if 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. The breather pipe must have a one way valve or must terminate below the bottom of the tank on the offside of the car.

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 2" 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.

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 tyoe, 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. Numbers

See chapter three.

16. Overalls

See Chapter three

17. Helmets

See Chapter three.

18. 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.

See chapter three for roof colours

19. Diagrams

Cars must have a break in the top inner iron work of a least 6" from the rear bumper.