

SKEGNESS & BUXTON 1300 SALOON STOCK CARS 2023

If it doesn't say you can do it----- you cannot do it. !!!

Checks can be carried out at any time on any part of the car, and regardless of the situation with other cars, BOC decisions will be taken on the status of your car only. Please note it is your responsibility to present a legal (to the current spec) to race. *All new cars must have a technical inspection BEFORE being presented to race.*

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. ***Deliberate turning cars left towards the safety fence is not allowed.***

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

Transponders

Cars are required to have a Transponder fitted for lap scoring purposes for the start of 2017, 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.

All Drivers must now use a Receiver, a radio that allows the meeting steward to speak to all drivers.

1. Car Bodies - General

Cars are to be four seater, right hand drive, steel bodied saloon or hatchback not exceeding 1300cc when manufactured, the most popular cars are listed below with the weights.

Nova	min weight	950kg (2019 no new builds)
Astra	min weight	950kg
Corsa	min weight	950kg
Tigra	min weight	950kg

An inside weight maximum of 53%

Body shells must remain as standard and cannot be cut or lowered and must remain as 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 of the 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 can remain and in their original position but may be strengthened.

You can also mount the axle to the steel work but must remain in original position.

Corsa axles may be interchangeable
Washers may be fitted in between stub axle and axle to obtain alignment
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 fiberglass / kevlar panels are not permitted.
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.

2. Engines

The engine must be an 8 valve standard 1300cc Vauxhall engine and must occupy its original position. No engine swaps are allowed.

Head

Head may be skimmed to a minimum of 94. Valves must remain standard type, cams standard 1300, maximum lift of 6.00mil with a tolerance of 0.5
Inlet waterway may be blanked off in manifold.

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.

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.

Mark 1 Astra Cylinder Head – may be used but must have Pierberg 20/24 carb and 1300 Nova manifolds and standard head gaskets.

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. ARP bolts may be used in conrods and caps. No other modifications.

Crankshaft

1400 8V crankshaft may be used but must have a standard flywheel no machining or drilling.

Fly Wheels

Flywheels maybe skimmed to a minimum of 5kilo.

Engines may be secured via solid mounts.

There maybe 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 Vauxhall standard gearbox may be used in any car. No competition type gear boxes are not permitted.

Diff must be locked by welding. The use of L.S.D. is NOT permitted.

4. Ironwork

Roll cage area ABOVE THE DRIVER must be filled in with 3mm steel plate either welded or bolted

A full roll cage to a minimum of (40 mm box or tube) in 2.5mm 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.

Now for 2018 an internal bar must be added level with the top of the drivers door. To be attached to the roll cage front and rear legs. It must be 25mm x 25mm steel box section or pipe. 3mm thickness. Braced down to side rail.

Front and rear bumpers to 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.

The bottom rail of the rear bumper only maybe doubled to act as a crush tube and protect the bumper 40 x 40 or 50 x 25 box maybe used.

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.

It is required to have a minimum of two rearward supports going back from the top of the roll cage hoop down to the chassis – one each side of the car. You may run the rearward supports in a criss-cross fashion, running diagonally from the top of the roll cage hoop at the driver's side to the chassis on the passenger side and vice – versa. Rearward roll cage supports must also be braced underneath.

All supports must be made of the same specification steel as the roll cage

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 exposed MUST be removeable 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 (flay 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 40 mm x 40mm up to 5mm thickness. MAXIMUM of eight vertical uprights in front bumper and five uprights in rear bumper. A brace maybe fitted between inner rails, but not connected to top and bottom rails of bumpers.

For new cars build cars there must be a gap of 40ml between the top and bottom rails of the front bumper and the brace behind, which sits inside the chassis rails.

4 connecting ties of 40ml box may be used between them, if top chassis rails run to the top rail of the bumper then only two braces in the center may be used The bumpers must be constructed of box section only. No flat bar or angle iron, any gussets must also be box section only.

One rubbing strip on the front bumper 12” long (central with the bumper), max of 4mm thick box section, maybe braced with one piece of box section no longer than 6” and must not protrude more than 2” out from the side rail. (only welded to side rail). If there is no steel work that passes under the seat then a 3mm **steel** 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 stiffners, i.e. 25 x 25 or 30 x 30 box section.

5. Wheels and Tyres

Any standard steel road wheels to a max width of 5 ½” J can be used that will fit without modification. Alloy wheels may be used. No aftermarket alloy wheels allowed.

Wheel spacers are not permitted.

The only tyres permitted are 175/70R 13 82P Kingpin Pacer (highway pattern) and 175/70R13 82T, Yokohama Blueearth AE-01. ES32 , Kuhmo tyres 175/70R13 82T Solus KH17.

The Yokohama 'A' drive tyre is a run out tyre. This means this tyre is no longer available 'off the shelf', so if you have these you can run them till end of 2019.

Tyres may be cleaned up. Tyres may not be recut.

5A. Braking System

Front brakes must remain standard i.e equal calipers and disks each side.

Rear brakes must remain standard equal sized drums across the axle. Compensator valve must be fitted to each wheel.

If one brake pipe from the master cylinder you must have fitted compensator valve, then from the comp valve to a t piece then out to each rear wheel.

If two brake pipes from the master cylinder 1 compensator in each line to each wheel. no material must not be removed from the pads or shoes.

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. Original suspension turrets **or on new builds may be fabricated off steelwork** 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 suspension may be strengthened.

Original floor of the car must be used.

Front Hub may not be modified.

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

Negative camber is allowed on nearside front wheel only, not positive camber. No camber on rear wheels.

To achieve camber on front NS leg only, may be modified by means of elongating holes may be used to achieve camber. Drive shaft and bottom arm maybe 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.

Front suspension legs may be interchangeable between Corsa B, C & D

The bottom arm on the drivers side must remain as standard

Rear suspension spring are, shock absorbers are standard (gas or oil). But NO competition type. Front suspension must be standard legs, oil or gas springs are free. No GAZ front or back. Standard legs and shock absorbers must be used. No competition.

Corsa C SUBFRAME TO REMAIN STANDARD.

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 of 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. Preferred seat is an intermediate seat.

Driver's seats must occupy their original position and be securely fitted to either the 3mm floor pan or cradle under the seat, and the headrest must not protrude beyond the rear of the main hoop.

10. Batteries and Electrical

Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid. The use of Gel Batteries is allowed. 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 door. 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 additives / octane booster is not allowed.

Fuel tanks must be steel 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 covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the center of the car) at all times.

All tanks must be fitted with a breather system if a car is inverted. The 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 the firewall. 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.

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

13 Exhausts

Standard 1300 exhaust manifold, standard 2 into 1 down pipe, 1 single pipe to a silencer supplied by the promotion (available in the pit office on race days) The twin down pipe may be cut and twisted to fit around Corsa C sub frame, that is the only modification allowed to be carried out.

A heat resistant tape may be used on the exhaust manifold in the engine bay and on the

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 color (or you can use the fin as detailed previously).

16. Balaclavas

Fireproof balaclavas must be worn.

Numbers / roof fins / Safety Equipment / Overalls / Helmets and lots more information are all available at the front of this publication.