

2011 **SALOON STOCK CAR SPECIFICATIONS**

The Ford Sierra is the car around which the formula is based, however you may use alternative body shells (as stated below). The use of current non-Sierra based cars is only permitted by prior agreement with the SSCA.

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction rules and regulations, the principle will always be: **Unless permission is specifically granted to make modifications or any variation, NOTHING MAY BE DONE TO ALTER OR CHANGE IN ANY WAY THE STANDARD PARTS. Unless these rules state you can do it, you cannot do it.**

Cars, engines and fuel will be checked on a random basis. Violations may result in an immediate suspension of all racing facilities and any refusal to have cars checked will result in immediate suspension.

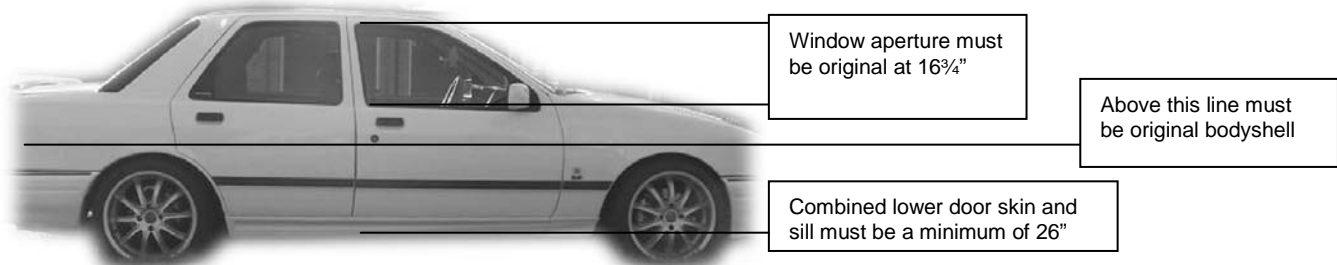
All specifications, where applicable, will be taken from the Technical Service Data book for cars, published by Glasses Guide Service Limited. Technical queries can be addressed to, SSCA, c/o ORCi, PO Box 9889, Birmingham B43 6WA and drivers are encouraged to submit queries in writing on any aspect of technical information for which they require clarification. Any written queries will require 21 days in which to receive an answer.

N.B.: Drivers are reminded that scrutineer checks can be carried out at any time, and most certainly on all official championships. If parts are suspected of being illegal make sure you leave them with the promotion. If you refuse, this will automatically deem the parts illegal.

1. CARS & BODIES

- All cars must be constructed using a model from the Ford Sierra/Sapphire range, with the option of using a Mondeo or Vectra bodyshell (estate versions not permitted).
- THE BODYSHELL (I.E. ROOF, PILLARS, BONNET, BOOT, DOORS) TO A MINIMUM OF 150MM FROM THE BOTTOM OF THE WINDOW APERTURES OR WAISTLINE MUST BE ORIGINAL. ALL BODYSHELLS MUST KEEP THE ORIGINAL SHAPE (SILHOUETTE) WHEN VIEWED IN SIDE ELEVATION.
- Panelwork should not be tatty, and must be complete with no holes, unless standard to the panel.
- The body shell must be symmetrical on both sides, with the required door/sill/window heights to be achieved on both sides of the car. Sills folded under the car to achieve correct bodyshell heights are not permitted, and therefore the sill must be backed by tube or RHS at its lowest point.
- Drivers must utilise as much of the original shell as possible, and must retain the original door mirror locating corner gusset. Race damage repairs and lower panel work may be formed from sheet steel if required. Doors must be welded closed and must not be cut down. **THE B PILLAR MUST REMAIN IN ITS ORIGINAL POSITION.**
- The only holes permitted in bonnets are those to accommodate air filters, vents to force feed air are not permitted.
- The body must not be shortened other than by removing the rear bumper and cutting the front panel back to the forward edge of the original bonnet aperture. All cars must be a maximum width of 1777mm (70") at the widest point; with the exception of wheel guards and the front bumper extension - see rule 6.
- The overall length of the race car including bumping must be a minimum of 170"
- Hatchbacks **and doors** must be retained. No Aerofoils are permitted.
- Cars must be built to Sierra running gear specification, using Sierra/Mondeo/Vectra bodyshell. They may use the twin outlet exhaust manifold standard to the Sierra and must be a minimum race weight of 1170 Kg and a maximum of 1300kg at any time.
- The car (excluding driver) will be required AT ANY TIME to record a maximum inside weight of 55%. The car must be race ready when this is recorded. **From 1 January 2012 this will be reduced to 54%.**

Sierra – Bodyshell measurements



Mondeo – Bodyshell - Window aperture must be original at 17³/₄" - Combined lower door skin and sill to be a minimum of 26"
Vectra Bodyshell - Window aperture must be original at 17" - Combined lower door skin and sill to be a minimum of 27.5", top of door to bottom of sill 47.5"

2. ENGINES

The only engine permitted is the 2-litre Ford Pinto. It must remain as manufactured by Ford other than where specified. The "207" block is not permitted. A catch tank must be fitted within the engine compartment capable of catching any oil discharged from the engine.

Cylinder Block The cylinder block may be surfaced but pistons must not protrude above the block face. Overboring to a maximum of 0.060" is permitted. Grooves cut into the oilway of the journal on the crank are not permitted.

Cylinder Head Surfacing of the cylinder head is permitted. Injection heads are permitted. Seat angles are free on Cylinder head. No fettling is permitted to merge seat angles into porting. Any single valve spring is permitted. Valve spring seats maybe machined and shims may be fitted under springs to provide the correct fitted length of valve spring. Valve guides may be repaired by the use of a thinwall liner only, with valve and guide occupying their original position. All valves must remain the original manufacturer's length. All valves must be standard 2-litre though from any manufacturer produced as a standard replacement part (**Karl Schmidt bronze type valves are not permitted**). Oversize stems are permitted. Valve seats may be re-cut **but the valve and valve seat must retain the original 45° seat (as per manufacturer's specification)**. Three angle seats are not permitted on the valve. The back of the valve is to remain unworked. Full replacement guides are not permitted. Head Gaskets must be Ford part No. 85 HM 6501 or 92 HM 6501 or any non-competition gasket.

Head Studs May be cut or fitted with washers to prevent bottoming out of studs.

Pistons Pistons must be a standard type though from any manufacturer produced as a standard replacement part and must not be altered in any way. At least one piston must retain its original manufacturers I.D. markings on the piston crown.

Camshaft Camshaft profile is free and an adjustable vernier type timing belt sprocket may be used. Cross drilled cams are not permitted.

Flywheel & Clutch Must be standard 2-litre or 1600cc components but flywheel may be machined to a total minimum weight of 12.31kg including Clutch Cover, Driven Plate and all mounting bolts.

Balancing Balancing is permitted by spot machining. Spot machining, means either, by hand grinding, drilling or machining. When balancing pistons or con-rods, at least one of each must retain its original markings. Flywheel and clutch may be balanced.

Sump Sumps may be baffled with the pick-up pipe altered to pick up from within the sump. Scraper plates between the sump and the engine are not permitted. The baffle must be contained within the sump.

Oil Pump The oil pump is free.

Manifolds Manifolds must remain unworked other than the water passageway on the Inlet which is permitted to be blanked off. It is permitted to fit a strap to support the inlet manifold and it is permitted to make welding repairs to cracked manifolds but no machining is permitted. The angle of relationship between the carburettor and cylinder head face on the inlet manifold cannot be altered.

Silencers See rule 21.

Ignition

- A standard Bosch or Motorcraft (injection or carburation) type distributor must be used with either points and condenser or electronic ignition pack. If Lumenition is used the module part No. PMA 50 and sensor FK 221 must be fitted. Motorcraft magnetic ignition must use module No. FK 9 PM A 50. The vacuum advance may be altered or removed and the mechanical advance may be altered.
- To achieve automatic advance in conjunction with the injection distributor, the Vauxhall Astra module, part No, Bosch 1227022008 / or 006 / or 016 may be used.

Carburation, Fuel Pump & Pressure Regulator

- Only the standard Weber 32/36 DGV or DGAV carburettor may be used. No polishing or reprofiling is allowed. No modifications to the carburettor body or original design. Main jets, primary and secondary jets, auxiliary venturi and emulsion tubes may be changed. Accelerator pump jets may be changed but must face downwards towards the butterflies. Chokes may be modified to open together, and replacement spindles may be fitted with standard screws. Cold starting devices may be removed with retaining lugs and subsequent holes blanked off. Air and fuel galleries may not be enlarged or modified and fuel may enter on either side. Floats cannot be modified or weighted and must control the fuel flow.
- Top end enrichment devices may not be blanked off or modified.
- Needle valves may not be larger than 250 and not enlarged or modified.
- The power valve must be fitted in the base of the fuel bowl but may be sealed off and the diaphragm may be removed. No induction trumpets are permitted. A grub screw or similar device may be used to fix the auxiliary venturi in the carb body.
- A single electric pump or the standard mechanical pump may be used in conjunction with a pressure regulator.
- Glass bowls are not permitted on the regulator.
- A secondary fixing is mandatory on the inlet pipes & outlet pipes to the carb, regulator and fuel pump to prevent pipes becoming detached under pressure.

3. SUSPENSION

Wheelbase

- The wheelbase must be 2604mm (102.5"). The wheels must occupy their original position within the wheel arch. The inside wheelbase measurement must remain standard with a +/- 25mm tolerance.
- The outside is permitted a lead of 50mm (2") max. Measurements will be taken from the centre of the rear wheel to front spindle.
- Cars must achieve a minimum ground clearance at all times, between the front and rear wheels, of 75mm. This will be

checked by rolling a pipe under the car from front wheels to rear wheels. **From 1 January 2012 this will change to 100mm.**

General

- Spring rates are free and springs may be shortened to lower the car.
- The use of rose joints or other spherical type bearings are not permitted
- No wheels/tyres are allowed to protrude beyond the outer most edge of the chassis (this does not include the 75mm permitted bumper addition or wheel guard). **THIS INCLUDES NEAR SIDE FRONT WHEEL.**
- The maximum camber permitted on the passenger side front wheel is 15 degrees. The rear wheels are permitted negative camber, but no positive camber.

Front

- **ALL FRONT SUSPENSION COMPONENTS MUST REMAIN STANDARD WITH THE FOLLOWING EXCEPTIONS:**
- Strut tops must be mounted in as near to original position as possible. A tolerance of 50mm is permitted on the passenger side strut top, forward or back. You are permitted to move the strut top in towards the engine to achieve camber, but to a maximum of 15 degrees on the wheel. Strut top measurements maybe checked by taking a measurement from the front face of the pulley on the engine.
- Only standard Sierra sealed strut units are permitted (**no P100 struts permitted**). The only alterations to this shock absorber from standard are: platform height can be adjustable; spring platform size can be changed; and that the unit can be strengthened.
- No adjustable shock absorbers or struts are permitted, except one extra shock absorber on the passenger side front. This may be an adjustable platform/damping auxiliary shock absorber, such as the AVO F2 type or unit of a similar retail cost.
- Compression struts maybe used
- Track control arms must remain standard, but can be strengthened (both sides) and lengthened (passenger side only)
- Driver's side track control arm must be mounted in as near to original position as possible. Both the driver's side and passenger side must be mounted the same height from the ground when the car is level. However, you may locate the mountings closer to the wheel or engine accordingly. You may mount the passenger side arm up to 25mm further forward.
- The retaining lug on front struts maybe removed. However the strut must be mounted in its original position on the hub carrier, and must not protrude through the mounting point any further than if the retaining lug was used. Spring platform heights may be adjusted, but some downward movement must be retained.
- Steering rack must remain standard but can be lengthened on the passenger side to achieve camber.

Rear

- All rear suspension components other than the support beam (if used) must be original but can be reinforced. Adjustment is permitted by means of threaded bar, spacers or multi-hole.
- Multi hole adjustment IS PERMITTED on rear wishbone mountings, but only to ensure that all pickup points are the same height from the ground on both sides of the car, when the car is level. The rear wheels are permitted negative camber, but no positive camber. **This will be measured using a flat surface across the tyre horizontally.**
- All shock absorbers must be standard sealed unit type, not-adjustable.
- Anti-roll bars are not permitted.

4. IRONWORK

- Must be no larger than 70mm x 70mm RHS. At least 4 through bars of 40mm x 40mm x 3mm minimum must be used in the construction of the car. These must run through the cab area from the bulkhead to the rear in continuous lengths.
- A full roll cage of minimum 40mm x 40mm x 3mm RHS or tube equivalent consisting of at least four pillars must be securely welded to the through bars and chassis/floor plates. The roof/rollcage should sit centrally between the extreme outside edges of the car. The cage must be the full width between the front pillars and continue rearward till a minimum of 300mm past the driver's head. A 3mm steel plate must be fitted to cover the area above the driver's head and this must be one continuous plate i.e. no holes. This must be welded to the cage on three sides and to a support bar joining the front and rear roll cage hoops along the centerline of the car. This plate must cover the roll cage area above the driver. Consideration should be given to protection of the driver should a car come through the drivers window aperture.
- Two horizontal bars of 40mm x 40mm x 3mm minimum, one at knee height, the other at sill level must be fitted to both sides of the car in the door area; a minimum 3mm plate must be welded between those bars on the driver's side to protect the driver if struck in the side by another car. This protection must continue from bulkhead to behind the driver's seat position and be fully welded/braced and padded to avoid injury to the driver.
- To prevent the loss of wheels, a steel truck spring must cover the rear wheels. Springs must be secured at the front by a minimum 13mm diameter pin with a 19mm diameter pin locating the rear. The heads of those pins/bolts must be protected. These wheel guards must be in place at all times and must cover the top of the tyre to wheel level. Where possible, these guards should be covered by bodywork.
- **Where the driver's side doors (front and rear) meet the lower window aperture, this must be backed by RHS or equivalent tube, a minimum of 25mm x 25mm, 3mm thick. This should be supported from either/both the roll cage or top rail. Additionally, if the roll cage is not supporting the B pillar (and is located more towards the rear door) you must fit some protection for the B pillar on the driver's side, up to shoulder height, by means of a hoop running from the rollcage to either the door tops or the top rail. This must also be as a minimum the same specification steel as above.**

5. ENGINE/DIFF POSITION

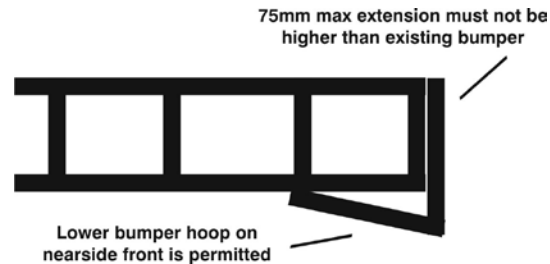
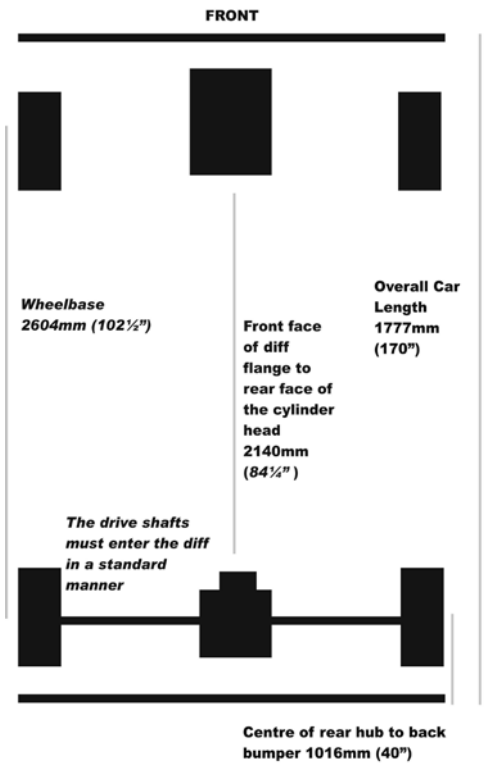
The engine must be located centrally along the line of the crankshaft, within the car and in a vertical position. Maximum offset is 25mm. The centre of the windscreen is the centre of the car, and for a further visual check, the propshaft should be at 90° to the diff/drive shafts. The diff must also be located centrally in the car, and centrally within the chassis rails, with a tolerance of 25mm.

Original position, for reference a measurement **2140mm (84¼")** will be taken from the diff flange to a line dropped from the rear face of the cylinder head which is standard to all Sierra models. See illustration right.

The diff must also be located centrally in the car, and centrally within the chassis rails, with a tolerance of 25mm.

6. BUMPERS

- Bumpers should not be greater than 75mm outside the extreme outside width of the car, but must be within the 1777mm car width permitted.
- The front bumper must not exceed the height of the bonnet. An extension to the front bumper, up to a maximum of 75mm wide is permitted; this extension must be the exact height of the cars bumper.
- **A lower hoop is permitted on the front bumper (nearside only). You are not permitted to have an extension protruding higher than the bumper in any way. The lower extension MUST be braced/strengthened back to the main bumper as per the drawing (i.e. creating a triangle).**
- **A centre hoop on the front bumper to protect the engine is permitted.**



- **REAR** must **NOT** be higher from the ground than 600mm nor lower than 375mm to the centre of the lower bar from any point on the bar. The distance between horizontal rails shown in the rear bumper sketch should be 70mm with the overall depth of bumper being 150mm. The bumper must remain continuous side to side, with no dog legs.

REAR BUMPER WITH TOP RAIL

Two horizontal bars a minimum of 40mmx40mm x 3mm RHS
Five uprights a minimum of 40mmx40mm x 3mm RHS

TOP RAIL MUST TIE FORWARD TO STEELWORK



- The rear bumper must be constructed from two continuous horizontal bars of a minimum 40mmx40mm x3mm RHS (these must be the same thickness steel over the whole width of the bumper) with five vertical uprights as per sketch. The top rail must be connected to the steelwork within the car, by equivalent steel.
- All bumpers **MUST** have smooth and rounded comers and edges. All bumper faces must be vertical.

7. BRAKES

These **MUST** be fitted and effective on all **FOUR** wheels. Disc brakes may be fitted to replace drums. No bias brake systems. ABS is not permitted.

8. GEARBOX

- Any standard production gearbox, which is available from a Ford model, may be used provided it fits a standard 2-litre engine without modification. The standard Transit spacer plate is permitted with modification if required to fit the starter/engine mounting brackets.
- All gears must be fitted and in working order with ratios to match the casing used.

- No straight cut or competition boxes. The propshaft may be modified to accommodate the gearbox used and the gearbox mounting can also be modified.

9. DIFFERENTIAL

- Crown Wheel & Pinion sets on all cars must match standard manufacturer's ratios. No competition ratios are permitted.
- Differentials may be locked but limited slip not permitted. No Cosworth or 4x4 parts permitted. The only Crown wheel and Pinion sets permitted are those the SSCA have confirmed as a ratio manufactured by Ford as standard Sierra parts, i.e. 3.14, 3.36, 3.62, 3.64, 3.77, 3.91, 3.92. Alternatively, the 7" and 7½" Granada dif f casing is permitted using 3.36, 3.64, 3.91, 4.09, 4.27 diff ratios. Alteration to the diff mounting is permitted.
The drive shafts must enter the diff in an original manner and the prop shaft should be at 90° to the diff. The diff must also sit level (front to back).
- One long and one short drive shaft as originally fitted must be used; these must be fitted in standard position (short N/S, long O/S) and cannot exceed the original width of the axle.

10. WHEELS

Any 13" steel wheel may be used up to a maximum of 150mm width. Centre plates must not be re-drilled but plates cut from the same wheel as those being used may be fitted over the existing wheels to add strength. A plate may also be welded to the inside of the wheel centre to help prevent loss of wheels. Wheel studs must have sufficient thread to accommodate a full nut. No dome nuts. No wheel spacers permitted. No alloy wheels permitted.

To accommodate the 14" Yokohama tyre only standard inset Ford or Peugeot steel rims are permitted.

11. TYRES

- **The only tyres permitted for use (irrespective of grade) are the Avon 7.3 treaded, and the Yokohama A Drive 185/65/14 (T rated only). [The Yokohama A021 (BriSCA F2 tyre) will no longer be permitted for any grade.]**
- **From 1 May 2011, you must use a minimum of two Yokohama A Drive tyres at all times. These must be run across the axle, either front or rear. I.e. Two Yokohamas on the rear and two Avons on the front.**
- ~~Saloon Stock Cars run a control tyre which is the Avon 7.3 treaded tyre. Drivers are permitted to use the Avon 7.3 slick tyre until 1 June 2010, but may only use two on a race car for any race, and these are not permitted for a championship/world ranking event.~~
- ~~To enable newcomers to start in the formula, a white or yellow grade driver who has never been graded higher can use any conventional road tyre he chooses (The Yokohama A048 is not permitted). Immediately a driver reaches Blue grade, the Avon 7.3 is the only tyre that maybe used. The Avon 7.3 is the only tyre, which may be used for Championship or World Ranking meetings.~~
- ~~Tyres may be re-grooved but no tyre cut across the tread may be used on shale tracks. No M/S tyres are permitted on shale tracks.~~
- **Tyre softener IS NOT PERMITTED FOR USE ON YOKOHAMA A DRIVE TYRES. Softener is permitted on the Avon tyre but with a minimum durometer reading of 45 at any time.**

12. SCREENS

- No glass is allowed in the window apertures or screen. All other glass must be removed from both inside and outside of the car. Mirrors may be fitted inside the car only.
- A metal upright of min 19mm SHS must be welded or bolted into the windscreen aperture, approximately one third of the way along the driver's side. A sturdy wire mesh panel of max 50x50mm matrix securely fixed to the windscreen aperture and upright covering the driver's side of the screen is compulsory to prevent debris entering the driver's compartment.

13. SEATS

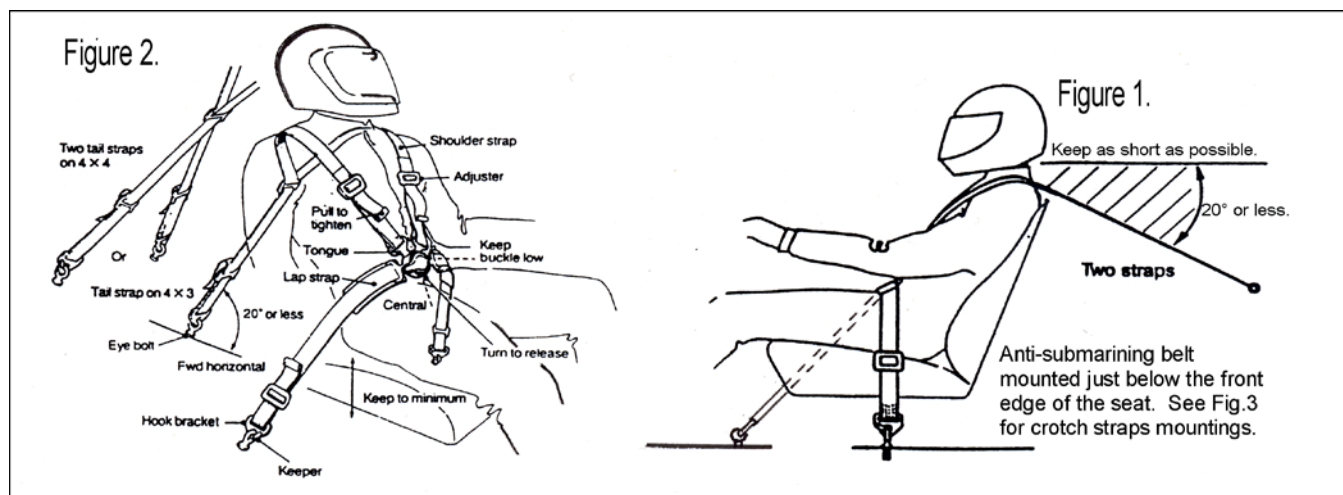
Fibreglass seats and other special competition seats are recommended, and must be securely fitted. The back of the seat must be adequately supported and provide a strong head restraint otherwise this restraint must be an integral part of the rollcage. Driver's seats must occupy their original position.

14. SAFETY EQUIPMENT

- The use of dense foam padding around any protruding objects, which will protect the driver within the cab area, is highly recommended.
- **Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are BS6658 Type A/FR, FIA8860-2004, Snell SA2005, Snell SA2010, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC10) sticker.**
- Neck braces are recommended.
- Fire retardant gloves are **MANDATORY** and must be marked appropriately. Drivers must wear bright coloured racing overall type clothing of flame retardant Proban or a high specification material and this must be maintained in a clean and tidy condition in view of the public. N.B. If wet weather clothing is used this must be worn IN ADDITION TO and NOT INSTEAD OF the regulation flame retardant overall type of clothing described above.
- A quick release cloth window net must be fitted to the driver's door window aperture. The netting should have holes not larger than 7.5cm or 3" wide. It should come down level with the steering wheel, and should be flexible and easily removable separate to the movement of the door.
- A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

- A minimum of 3" (75mm) wide safety belts (1.75" (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 Tubegrip 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 to be 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 material specification.

Following recent research made by leading safety harness manufacturers, new information has been made available with regard to the best way to fit your safety harness, which will further ensure your safety. Please study the diagrams below to ensure your safety harness is fitted correctly.



15. FUEL

- All cars must use fuel that is freely available from at least 200 roadside service stations in the UK.
- These fuels will conform to either to a British Standard, either BSEN228 (premium unleaded) or BS7800 (super unleaded)
- The only additive permitted is Millers Oils CVL (lead replacement)
- The maximum treatment rate is 1 bottle (250ml) to 20 litres of fuel.
- Millers Oils CVL Turbo (Octane Booster) is not permitted.
- Regular fuel testing will be carried out with the test for manganese having an upper limit of 100 mgms/litre (100ppm)

Fuel Testing

- Basing the regulations on a pump fuel (which conforms with a British Standard) will facilitate testing for conformity.
- Random fuel testing will take place at a number of events during the season.
- Samples will be taken directly from the car at the end of a race (i.e., as it leaves the track and before it returns to the pits)
- 3 samples (approx 100ml each) will be taken and stored in tamperproof and glass containers, sealed and the seal numbered.
 - 1 sample is left with the driver
 - 1 sample is left with the organisers (as a control sample)
 - 1 sample will be sent to Millers Oils for testing.
- Drivers and organisers will sign the fuel testing form which details the seal number.
- Millers Oils will make the results available to the organisers within 2 weeks of receiving the sample.

The testing will confirm that the base fuel complies with one of the British Standard and that the level of manganese introduced by the addition of CVL does not exceed 100ppm.

16. FUEL SYSTEM

- Only tanks with a maximum capacity of 2 gallons are permitted
- This must be positioned, along the centre line of the car (front to back)/in front of or on the rear axle and behind the driver and on top of the chassis/steelwork.
- All tank filler caps must be metal and screw type fixing. Minimum wall thickness for steel tanks to be 3mm and 4mm if aluminium.
- **If the fuel tank is not protected by the rear rollcage supports, it MUST also have some form of protection to the rear of it, constructed from RHS/Tube and/or steel plate, to prevent damage from a rear impact. The tailgate/boot does not count as sufficient protection.**
- All aluminium fuel tanks that are secured using a bracket(s) bolted down to the steel work, **must** also be secured with two 50mm wide metal straps over the tank in the opposite direction to the original fixing i.e. if the original bracket is bolted side to side, the secondary brackets need to go from front to back or vice versa. Must be rubber matting between the base and the floor/steel work.
- Petrol pipes must be of metal or metal covered/braided and have a shut off tap within easy reach of the driver. **Reminder that rubber connecting hoses on fuel lines are not permitted**
- All tanks must be fitted with a breather system, which prevents spillage if a car is inverted. All petrol pick up pipes must

draw through a stand pipe from the top of the fuel tank. A non return valve is compulsory.

- All fuel lines must be clipped securely, and routed away from electrics i.e. if a fuel line runs along the inside edge of the chassis rail, you may run the electrics along with outside edge of the rail, as a minimum.
- **Electronic fuel pumps mounted inside the car, must be covered by a firewall to the same specification as the standard firewall. Alternatively the tank and fuel pump, must be contained behind one firewall.**

17. FLOOR

- All cab floors must be complete though not necessarily original.
- A firewall is compulsory and maybe achieved as follows:
 - Option 1: **Saloon Type Bodyshells Only**: The cab floor must extend upwards to the foot of the rear screen aperture
 - Option 2: By placing a steel box over the fuel tank. The floor of the cab must also be extend beyond the rear of the driver's seat, at least to the front edge of the rear suspension **and upwards to the box covering the tank.**
 - Option 3: By fixing a fire shield the full width of the car which must deflect rearwards to at least 200mm above the tank. Also the floor of the cab must extend beyond the rear of the driver's seat, at least to the front edge of the rear suspension arms.
- Original boot floor may be removed. Fabricated tunnels and front bulkheads must be made from steel and welded to the floor. No holes are permitted for access, **except for a hole in the bulkhead to allow measurement from engine to diff.**
- To protect the driver in the event of a front U/J failure, a hoop of 25mm x 6mm steel must be fitted to surround the prop within 300mm" of the front U/J. This hoop is not required if steelwork surrounds the prop in this area.
- Rear wheels must be protected by trailer arches fitted to each side to prevent debris striking driver.
- **If the exhaust is routed through the car, this must be boxed in completely (except underneath) throughout the car, to where the floor terminates.**

18. BATTERIES & 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 Rear N/S corner of the car and be clearly marked On/Off. If the car is fitted with an electrical fuel pump, a switch must also be within easy reach of the driver. Self starter motors must be fitted and in working order at all times. **All electrical wires must be clipped securely, and routed away from fuel lines i.e. if a fuel line runs along the inside edge of the chassis rail, you may run the electrics along with outside edge of the rail, as a minimum.**

19. NUMBERING

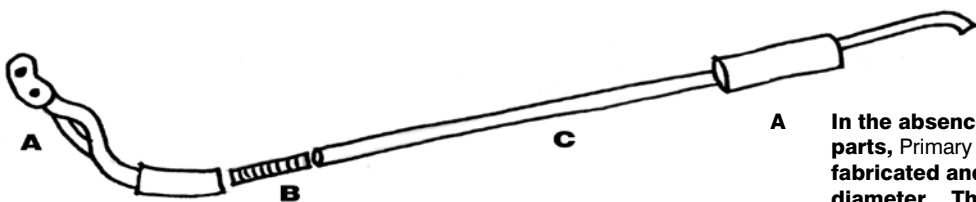
Numbers must be displayed on both sides of the car and also on a roof fin plate. Regulation side numbers must be 450mm high in 75mm strokes. Regulation fin numbers must be 225mm high in 25mm strokes. All numbers must be of professional appearance, painted black on a white background. **The whole of the number must be visible above the roof line.**

20. SIGN WRITING

The drivers name must appear plainly on the car. Only other writing confined to sponsors or mechanics names which must at all times have the approval of the promotion.

21. SILENCERS & EXHAUSTS

The specialized BriSCA F2 silencer available from race suppliers are the only silencers permitted. **If the exhaust is routed through the car, this must be boxed in completely (except underneath) throughout the car, to where the floor terminates.** All systems must terminate in front of the rear axle. The silencer, must remain unaltered within 25mm either side of the box. **NO COMPETITION STYLE EXHAUSTS ARE PERMITTED.**



- A** In the absence of availability of manufacturers' parts, Primary pipes from the manifold **may be fabricated and should not exceed 50mm in diameter. They** must gather at the bellhousing into one section with 50mm outlet max.
 - B** 50mm flexible joining section if required
 - C** Rear exhaust section fitted with BriSCA silencer
- NO COMPETITION STYLE EXHAUSTS ARE PERMITTED**

22. GENERAL RULES OF RACING

- Each driver is only permitted one car per meeting, and each car is only permitted one driver per meeting.
- The grading system will be the same throughout the UK in that there will be no superstars but any driver winning a race must start at the back of his grade for the remainder of the meeting. The onus is on the driver to take up this grid position and two places will be docked by the steward for each position out of place taken at the start.

23. ROOF COLOURS

- When notified of their grading, drivers will paint the roof of their car in their appropriate colour.
- White, yellow, blue or red down to the tops of their doors. Any driver winning an official ORC Championship will be required to paint his roof the said colour for that championship:

World	Gold
European	Red/Yellow Chequered
British	Black/White Chequered

National	Gold Stripe
English	St George's Cross
Scottish	St Andrew's Cross
National Points	Silver

- The World, European, British, National, English, Scottish and National Points champions must start at the back of the grid.

24. TRANSPONDERS

An AMB TranX260 Lap Scoring Transponder is mandatory (available from www.AMB-it.com) and should be working at all times. They **MUST** be fitted 1.8 metres back from the front most position of the car and in the passenger side area **and visible inside the car**. A hole of at least 150mm square (or in diameter) is required in the floor, with the transponder fitted vertically, at floor level. In the event of a dispute with the transponder result, the Steward of the meeting will make the final decision, however, if the driver is found to have fitted the transponder further forward than the required 1.8 metres, then the driver will be excluded from the meeting.

REVISED RULES FOR 2011 IN BOLD/ITALIC/RED PRINT - ITEMS MARKED ~~STRIKETHROUGH~~ ARE NO LONGER ALLOWED