

ONCHAN RACEWAY

Stockcar Racing

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PRODUCTION ROD REGULATIONS 2010

INTRODUCTION

The PRODUCTION ROD class will feature low cost, well turned out cars competing on a STRICTLY NON-CONTACT basis.

When referring to these rules and regulations the principle will always be :- Unless these rules say you can do it, you CANNOT DO IT.

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.

Any requests regarding rules must be made in writing to Onchan Raceway. If in the interest of the class a change is permitted notification and date of change will be posted on the web site www.onchanraceway.com then the change will be included in the next set of regulations issued.

Cars, Engines and Fuel will be checked on a random basis and all drivers must be prepared to have their engine stripped for examination at any time. If the driver does not have the expertise to do it, then they must provide someone to do it for them. Refusal to allow an engine strip will result in a ban for up to 1 year from all classes.

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass s Guide Service Limited. It is the drivers responsibility to check that their car is legal before competing.

Drivers are reminded that all cars will be scrutineered before every meeting, and during a meeting if necessary, it will be the drivers responsibility to prove to Onchan Raceway the legality of any part in doubt.

CARS

Any type of car may be used providing that they are of steel construction, with a minimum of 200 being produced. Maximum engine size as manufactured 1610 cc. Front or rear wheel drive cars are permitted. Four wheel drives are not permitted.

BODYWORK

Production Rods are expected to be well presented on all occasions.

Headlamps, rear lights, side indicators etc. must be removed and the apertures plated over with 1mm / body panel thickness steel or aluminium, welded or riveted in place.

All glass must be removed, an interior rear view mirror may be fitted, **both door mirrors must be retained with the glass taped in position for safety.**

Sunroofs must be removed and plated over with steel 1mm thick, welded or bolted in position.

A hole square or round minimum size 50mm maximum size 150mm must be cut in the bonnet near to the carburettor to enable a fire extinguisher to be used without the bonnet being opened.

An air scoop may be used on the bonnet which doubles up as but not in addition to the fire extinguisher hole. The air scoop must be less than 50mm high and not larger than 150mm square.

Boot / Roof spoilers may be fitted but overall dimensions cannot be greater than 150mm x 150mm x the width of the roof of the car, spoilers must be fitted with less than 100 mm distance from the underside of the spoiler to the roof / boot lid.

Front grills may be removed if they become damaged and replaced with mesh or drilled alloy sheet to protect the radiator. The car must not be strengthened in any way and must be left open for scrutineering purposes.

Any bumper may be used which fits safely to the car and is not detrimental to the overall appearance. Bumpers must not have over riders or similar features added to them (whether optional or home made). No additional armouring is allowed.

The boot or tailgate must be fitted, and securely fastened in place. But access will be required for scrutineering purposes.

ENGINES

Engines up to 1610cc "as manufactured" an overbore of 1.5mm is permitted on the minimum standard bore - no turbos, superchargers or dry sump systems allowed. 16 valve and fuel injection engines can be used Diesel engines can be used but the driver must demonstrate that the engine can be stopped in a similar manner to a petrol engine.

Engines must be compatible with body shells, ie an Escort body may be fitted with any Ford engine which was originally fitted to that type of body shell. The original bulk head must not be cut away and remain intact, with all holes filled.

Air filters may be removed.

CARBURETTOR

As manufactured and fitted to your make and model of car.

Cold start devices may be removed.

Re jetting is permitted.

EXHAUST

Only standard manufactures CAST manifolds (including 4 branch if cast) are permitted.

All exhaust systems must be securely fastened to the underside of the car and **MUST HAVE AT LEAST TWO GOOD SILENCER BOXES**. The pipe should not protrude past the body work.

Any car making excessive noise will be disqualified from racing until the fault is rectified.

GEARBOX

Must remain standard. As originally fitted by the manufacturer.

DIFFERENTIALS

Standard, welded or limited slip differentials may be used.

RADIATORS

The standard radiator or one of a similar size, must remain in its original position. Water tanks may not be used. Thermostats may be removed. The heater matrix if used must be inside the engine compartment. No additional water or oil coolers permitted unless originally fitted by the manufacturer.

All over flow pipes must terminate under the car.

SUSPENSION

No competition springs or dampers, original suspension may be cut or heated to lower.

Wheelbase must be within +/- 25mm from one side of the car to the other (measured from the centre of the front wheel to the centre of the rear wheel on both sides).

Strut braces are allowed.

Repairs to damaged cars can be done after the car has been straightened by using steel the thickness of the cars steel body panels, any thicker and it will be considered to be illegal armouring.

BRAKES

Must remain as manufactured and work effectively on all four wheels.

The handbrake may be removed.

WHEELS / TYRES

Maximum width 7 inch. No wider permitted.

Wheels and tyres fitted on front and rear axles may be different sizes / diameters. But wheel and tyres sizes and profile must be identical on each axle (ie both front wheels / tyres must be the same, as must the rears).

Hub caps, wheel trims and wheel weights must be removed.

TYRES

No slicks. Tyres must be road legal types, max sports, competition colways etc will be allowed. **If unsure ask – anyone caught using tyres deemed not to be legal will loose all points scored throughout the season.**

Tyres will continue to be evaluated during the 2010 season, with the intention of introducing a control tyre in the future, which will be available in one compound for 12, 13, 14 and 15 inch diameters.

ELECTRICAL

Batteries may be repositioned, they must be bolted or clamped securely and completely covered to prevent acid leaking in the event of a roll over.

A battery isolator switch, switching the earth side of the circuit must be fitted and be within easy reach of the driver when seated with safety belt fastened.

The alternator may be removed, if the alternator is retained the car must be wired so that the battery isolator stops the engine and isolates the other electrics on the car. Due to backfeed from the alternator, it may be necessary to use an isolator with dual switching.

An electric fuel pump may be used but must be isolated by the ignition and battery isolator.

Rev counters and other instruments may be used.

Starter motors must be fitted and in working order.

Heavy duty / sports coils may be used.

Two brake lights must be fitted onto the rear parcel shelf or in the rear window aperture, both must be rear facing and 1 metre apart. Brake lights must be in working order and operate from the standard brake light switch as fitted to that make / model of car, no other switches or modifications to switches can be made.

Red lenses and 21 watt bulbs must be used.

Electrical wiring and fuel pipes must not be run side by side and must take different routes through the bulk head.

STRENGTHENING

Additional strengthening with any material is NOT permitted.

Seam welding of body panels is not allowed. Doors can be tack welded shut using 2 x 75mm welds per door.

Please note :- chassis / chassis legs must not be strengthened and ends must be left open.

Spare wheel carriers and tow bars must be removed.

BALLAST

No additional ballast of any kind allowed.

TRIM

All interior trim including door linings, head linings, floor coverings, all seats (other than the drivers), all exterior trim, windows, lights, glass, chrome strip, wheel trims and wheel weights must be removed before the car is brought to the stadium. No rubbish must be left inside or outside the stadium.

BONNET / BOOT

The bonnet and boot may be chained or bolted down. If bolted, a maximum of four 12mm diameter bolts in both boot and bonnet may be used. In every case both the boot and bonnet must be able to be opened for scrutineering purposes. Bolts which protrude 50mm above the bonnet line will not be allowed.

DOORS

All doors must be either welded, bolted or chained shut, - the strongest being bolted or welded immediately opposite the hinges, rope alone will not be permitted. (2 x 75mm welds per door allowed).

Door handles and window mechanisms must be removed.

DOOR BARS

Door bars are compulsory.

Door bars - A minimum of two 38mm x 38mm box section 3mm thick or 38mm diameter tube 3mm thick are required – one positioned at a level to protect the drivers knee and the other positioned to protect the drivers arm in the event of a side impact.

ROLL HOOP / ROLL CAGE

The minimum steel roll cage protection required is a single “hoop” roll bar to support the door pillars, securely bolted or welded to the roof and floor. Positioned directly behind and above the drivers seat. The ends of each roll hoop must be bolted or welded into position using a spreader plate minimum size 100mm square, maximum size 150mm square. If bolted into position 4 x M10 bolts and suitable nuts and washers must be used in each spreader plate. Minimum size of roll hoop 38mm x 38mm x 3mm box or 38mm x 3mm steel tube, and must consist of two vertical and two horizontal bars.

Alternatively a substantial steel roll cage of at least 38mm x 38mm box section 3mm thick or 38mm x 3mm tube may be constructed inside the drivers compartment only, bolted or welded to solid bodywork, using the same method of spreader plates and bolts as above.

The roll cage shall consist of two hoops, one behind the driver and one in support of the windscreen, with connecting bars in the roof.

Two chicken bars must be fitted to the roll cage on the drivers side and one on the passenger side.

A horizontal bar must be fitted across the roll cage pillars at shoulder level behind the drivers seat and at the scuttle panel.

The cage may be extended to form a 6 post cage by the addition of diagonal tubes from the rear hoop down to the rear suspension strut tops,(rear wheel arches).

The roll hoop or roll cage should be suitably padded in such a way as to provide a head restraint for the driver.

DRIVERS SEAT

The drivers seat must be strong and secure and must be bolted or welded to the floor. Adjustable runners or sliders must be bolted or welded up. The original seat may be replaced with a competition type seat giving more support if required.

FUEL TANK

The standard fuel tank must be removed. A steel tank of two gallons maximum must be securely fastened inside the cab, preferable in the centre of the rear seat area. The tank must have a breather which will not allow fuel to leak if the car is upside down. An ON /OFF tap must also be fitted in a position so that the driver can turn off the fuel whilst sat in the car and wearing the safety harness. The tap must be clearly marked to show ON / OFF position. If a fuel return system is used the return pipe must also feature a tap clearly marked and situated close to the feed fuel shut off tap. All fuel tanks must have a metal top which is securely fastened, with both fuel outlet and breather from the top of the tank. All fuel lines must be of metal type, although a maximum of 6 rubber or plastic joints of 150mm maximum length are allowed. Breathers must terminate under the car.

Only standard pump fuel up to and including 100 octane is permitted. No Avgas, Methanol blends, Special mixes, Nitrous Oxide or Octane boosters are permitted.

SAFETY HARNESS

A 5 point safety harness must be fitted and be in good condition. The harness should feature two shoulder straps, lap straps, crutch strap and quick release buckle. Minimum width of harness straps is 50mm. 75mm is recommended.

The harness must be fixed to a strong point of the floor separate from the seat mountings and with a minimum of 10mm bolts.

FIRE EXTINGUISHERS

All cars must carry a fire extinguisher – minimum size 1kg – and be of dial type- dry powder or CO2, which should be mounted not taped, within easy reach of the driver. A hole must be cut in the bonnet above the carb in case of a fire in the engine compartment.

CRASH HELMETS

Helmets must be fitted with a suitable visor or goggles. Helmets must be worn at all times during practice or racing.

Helmets must conform to either :- Snell SA -2005, SFI Foundation 31.1A, SFI Foundation 32.2A, E22 05; or ECE-R22.05 Fibreglass or Tri composite form only.

OVERALLS

Drivers are required to wear suitable overalls during practice or racing – minimum standard for all drivers is flame retardant Proban protected to BS 6249.

NECK COLLARS

Neck collars are strongly recommended.

GLOVES

Flame retardant Proban gloves must be worn at all times during practice or racing.

WINDOW NETS

A window net must be fitted to the drivers door window, but must be easily removable if access is required by the rescue services.

A metal upright (tube, box or angle) minimum 20mm x 20mm maximum 38mm x 38mm must be welded or bolted into the windscreen aperture 1/3 to 1/2 way along the drivers side. Mesh is allowed in the windscreen aperture from this bar to the A pillar on the drivers side only.

NUMBERS

Racing numbers must be painted on both sides of the car (as large as possible), and also on both sides of a roof mounted fin. Minimum size of numbers 230mm high with 25mm brush strokes. Black numbers on a White background. The drivers name should be able to be seen by the commentator and spectators. **No obscenities as stockcar racing is a family sport.**

NOVICE DRIVERS

A novice driver may paint the rear boot lid of their car with black and white vertical stripes. Experienced drivers must not treat aggressively novice drivers displaying stripes and likewise a novice driver must not treat aggressively any other driver. Novices displaying stripes may start each race at the back of the grid, enabling them to gain confidence.

Whilst displaying stripes any points scored will count towards individual meeting trophy awards, but not the season long points championship. When a driver is confident the stripes can be removed, they will start each race from their correct position and begin to score championship points.

CONDUCT

Drivers are required to wear clean overalls and attend the meetings with themselves and their cars looking as presentable as possible. Remember that apart from racing for your own enjoyment, you are entertaining the public and it is with their support that we continue to race. A driver is expected to comply with all requests of the stadium staff when at a meeting. Mechanics are the responsibility of the driver and irresponsible conduct by a mechanic or driver could lead to the driver being suspended.

SAFETY

Safety is of the up most importance. These rules have been compiled with you, your fellow drivers, and spectators safety in mind.

When overtaking another car on the same lap, it is your responsibility as a driver to ensure the whole of your car is completely past the car being overtaken before taking the racing line. It is not the responsibility of the driver on the racing line to brake and let you in.

Lapped cars will be shown the waved BLUE flag which indicates faster cars are approaching, the lapped driver must hold their line and allow the faster driver / drivers an uninterrupted passage through.

Unsporting conduct will not be tolerated and could lead to disqualification. The decision of the Clerk of the Course / Onchan Raceway is final.

GENERAL

Each driver is only permitted one car per meeting, and each car is only allowed one driver per meeting, (team building, celebrity and special events excepted).

Any Production Rod driver may put in a written complaint about the legality of any engine, this must be accompanied by the relevant complaint fee :-

Complaints requiring the removal of a cylinder head £ 100

Complaints requiring the removal of the flywheel £ 100

Complaints requiring an engine strip to inspect crank, con rods, pistons, gearbox, or diff. £ 300

The engine concerned will be checked with Onchan Raceway staff in attendance and if it is found to be illegal the complainant will be refunded and the offending driver and car will be banned from racing for a maximum of 60 days.

If the suspected engine is legal, the complainant forfeits the complaint fee to the suspected driver.

GRADING

Points will be scored as the other classes 6 points for a win, down to 1 point for 6th place.

There will be no grading / roof colours as such.

The dutch system will be used throughout 2010 where :-

The grid for race 1 of the first meeting of the season will be determined by the points scored during 2009 season and reversed. ie points champion starts race 1 from the back.

Grid positions for race 2 will be determined from the result of race 1 and reversed. ie race 1 winner starts from the back.

Grid positions for race 3 and any additional races will be determined from total points scored during the meeting and reversed. ie top point scorer starts from the back.

Grid positions for Race 1 of the next meeting are determined from championship point standings and reversed. ie points leader starts from the back.

SCRUTINEERING

Every car will be scrutineered before being allowed to practice or race. It is the drivers responsibility to ensure that his car and safety equipment is scrutineered.

Cars suffering damage during a meeting will be allowed to continue racing during the meeting at the scrutineers / clerk of the courses discretion. These rules supersede all others previously issued.

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