

ONCHAN RACEWAY

Stockcar Racing

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2019 NEXT GENERATION STOCK CAR REGULATIONS

CLASS OBJECTIVE,

This new class will be introduced during the 2019 season, to celebrate the 50th Anniversary of Stock car Racing at Onchan Raceway.

The aim is to return To Stock Cars Racing's original roots. Stock Cars (as manufactured) prepared for racing with only modifications allowed to provide safety to drivers and spectators.

DRIVERS

Next Generation Stock cars will have two classes :-

JUNIORS

Minimum age of 12 years - Maximum age 17 years.

ADULTS

Minimum age 17 years.

When a Junior driver reaches their 17th birthday they will automatically transfer into the Adult class, Championship points scored in the Junior class and current starting grade will also transfer to the Adult class.

CARS

The class will be based on modern Front Wheel Drive hatchbacks, below is a list of Eligible cars :-

BMW	MINI
BRITISH LEYLAND	MINI
CITROEN	AX or SAXO
FORD	FIESTA, K.A, PUMA
HONDA	CIVIC or CRX
NISSAN	MICRA or SUNNY
PEUGEOT	106, 205, or 206
RENAULT	CLIO
SUZUKI	SWIFT
TOYOTA	STARLET
VAUXHALL	NOVA, CORSA or TIGRA
VW	POLO or LUPO

British Leyland /Austin Rover derived ---- Mini stox which have raced regularly at Onchan Raceway prior to the 2019 season will be the only acceptable space framed cars allowed in this class, and must comply with 2019 Ministox regulations apart from using the specified Next Generation control tyre and rear wheel guard and rear bumper modifications for the 2020 season.

All other cars must be built to these regulations.

The only fibre glass panels allowed are the ones which were original to the car when manufactured.

BODYWORK

Next Generation Stock cars are expected to be well presented on all occasions.

Black or dark coloured cars are not recommended.

Headlamps, rear lights, side indicators etc. must be removed. Only superstar lights may remain.

No aerofoils or wings are allowed.

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

Spare wheel carriers and tow bars must be removed.

BONNET / TAILGATE

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

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

The tailgate must be fitted, and securely fastened in place.

WEIGHT

Each car as presented ready for racing (less driver) must not weigh less than 930 kg and not more than 1050 kg. This weight must be achieved without the use of ballast. It is the driver/teams responsibility to arrange for the car to be weighed (in a ready to race condition) prior to the start of the season and witnessed by the promotion. Random weight checks may take place during the season.

INTERIOR

The interior of the car must be gutted of all original combustible material, glass and trim, except the driver's seat and compulsory padding.

The steering column height may be adjusted to suit the driver and the upper brackets strengthened.

FLOOR

The car will have a full metal floor fitted from the bulkhead to the centreline of the rear wheels and be full width of the car. This floor is to be securely bolted or welded in place and be at least equivalent thickness to the original floor.

Any other part of the floor may be removed if required.

ROLL CAGE

A full roll-cage must be constructed, it will consist of a screen hoop and a hoop to the rear of the drivers head, these hoops will be connected together in the roof by three connecting bars (one at either side and one in the centre). There must be 3mm steel plate welded to the roll cage on all four sides from the centre bar to cover completely the area above the drivers head, and be the full length of the roll-cage. The roll-cage must be an all steel construction and be made from the following material's :-

- 35 mm round tube x 4.5 mm wall thickness, or
- 38 mm round tube x 3.5 mm wall thickness, or
- 38 mm square section x 3.2 mm wall thickness, or
- 40 mm square section x 3.2 mm wall thickness.

All sizes above these dimensions are permitted providing the 3.2 mm minimum wall thickness is maintained.

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, or alternatively welded to the under floor bars or steelwork.

There must be a minimum of one front crossbar at dash height, and a minimum of one crossbar behind the driver.

Two chicken bars must be fitted connecting the front and rear roll cage hoops together behind the front doors on both sides of the car, the top chicken bar will be positioned at the same height as the front to rear external side rails and the lower chicken bar a minimum of 300mm below the top chicken bar.

3mm plate must be welded to the outside of chicken bars on the driver's side and run the full length of the roll cage.

Extra braces and connecting bars between the roll-cage and side rail bars to be fitted at the constructor's discretion.

Care must be taken to position the bars in such a way that they do not make contact with the driver's legs / body when strapped in.

It is compulsory to weld a 3mm thick steel plate on the floor below the driver's seat from below the pedals to the rear of the driver's seat this can be welded to the under floor bars.

UNDER FLOOR BARS (Optional)

Two bars of a minimum of either 40 mm x 40 mm rhs or 50 mm x 25 mm rhs with 3.2 mm wall thickness can be fitted underneath the car connecting the front bumper to the rear bumper. These can be cross braced and may pass under or over the axle, cross member or subframe. Subframes may be mounted to the under floor bars.

SIDE RAILS

Side rails will be fitted externally connecting the front and rear bumpers, additional bars can be welded on the centre part of the sides below the side rails, and follow the wheel arch profile down to sill level. Any part of the taigate and doors that remain must be welded or bolted shut. The only exception being the passenger door may remain operable, if so it must be securely fasted closed using a spring bolt fixing.

The body section below the side rails may be modified or removed to assist with the fixing of the additional steel plating.

Protective armouring as detailed in appendix 1 must be fitted in the correct position to ensure even contact between cars.

FRONT BUMPER

The front bumper must run parallel to the width of the bonnet. The ends of the bumper where it joins the side rails should be angled backwards at approx. 30 to 45 degrees, to create a stronger corner and lessen contact damage between cars.

Depth of front bumper should be 300mm minimum. A fence protecting post must be fitted on the passenger side and be a minimum of 100mm above the top rail of the bumper.

REAR BUMPER

A twin rail of similar construction to the front bumper, but with 90 degree corners where the bumper meets the side rails, should be fitted downwards from the rear side rails with a minimum depth of 300mm.

EXTERIOR BAR WORK

Bumpers and side rails to be constructed of 40mm x 40mm rhs, or 50 mm x 25 mm rhs, or 50 mm x 50 mm rhs with minimum wall thickness of 3.2 mm, and a maximum wall thickness of 5mm.

All sharp edges must be removed from the bumpers and side rails.

REAR WHEEL PROTECTION

The top part of the rear wheel rim must be covered to prevent the wheel breaking loose whilst racing, this may be done in one of two ways. :-

1. The lower side rails around the area of the rear wheels can have a frame made of 38mm x 38mm or 40mm x 40mm 3mm thick steel box welded to them to stand off the side rails, the front of this frame should be angled so that it glances off other cars, the rear of this frame can continue to join the rear bumper.

2. A section of heavy duty steel leaf spring with suitable front angled mounting bracket and rear sliding bracket fitted with minimum 12mm bolt. Springs must not be heated or welded.

WINDSCREEN

A metal upright of 25 mm diameter or square section 3mm thick must be welded or bolted in the centre of the windscreen aperture, steel mesh of 50 mm x 50 mm maximum size must be fitted in front of the driver.

BULK HEAD

The speedo hole and any other holes in the bulkhead must be filled so as to complete a firewall between the engine compartment and the driver.

The steering column, brackets and all cross members close to the driver shall have all sharp edges removed and be effectively padded to avoid injury.

SEAT

Race type seats must be used incorporating a headrest, the headrest should be securely fitted within 25mm of the rear of the driver's helmet when strapped in and suitably padded.

Steel plate minimum thickness 3mm must be fitted underneath to protect the whole seat area. The seat must be securely bolted or welded to either the floor, under floor bars or roll cage. A bar 25mm square section must be fitted directly behind the seat from one side of the roll cage to the other, giving support to the back of the seat at shoulder height.

HARNESS

A full lap and shoulder harness must be fitted. The seat belts should be a minimum four point centre buckling type including a crutch strap. 75 mm belts are recommended. A minimum of 3 anchorage points should be provided inside the roll-cage through eyelets or bolts with a 10 mm minimum size. Belts must not be anchored to tin plate.

SUSPENSION

No adjustable suspension, original suspension may be cut or heated to lower.

No interchanging of parts within the manufacturers range to change the suspension geometry. Whatever is fitted on the nearside must be fitted on the offside.

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.

Rear suspension must remain as standard and to manufacturer's settings.

Rear axle or swinging arms may have a support brace to strengthen.

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.

CAMBER

Camber will be measured before and during a meeting. A maximum of 5 degrees of camber will be allowed, cars with more than 5 degrees will not be allowed to race until the fault is rectified.

Offside front suspension top mounting may be strengthened only.

If a car receives damage during a meeting increasing the amount of camber this will be allowed for the remainder of that meeting, but must be rectified before the next meeting.

BRAKES

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

The handbrake may be removed.

WHEELS

12 inch, 13 inch or 14 inch diameter wheels may be used, but overall width must not exceed 6 inch (measured between the wheel beads). Hub caps, wheel trims and wheel weights must be removed.

TYRES

No slicks. Tyres must be road legal types. **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 2019 season, with the intention of introducing a reasonably priced durable control tyre in the future, which will be available in one compound, and sold through Onchan Raceway.

Tyre softener cannot be used.

ENGINES

Engines up to 1600cc “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 a Fiesta body may be fitted with any Ford engine up to 1600cc 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.

The standard sump may be baffled.

The oil pick up pipe may be altered within the confines of the sump.

OIL COOLER

An oil cooler can be fitted but must remain within the engine compartment.

ENGINE MOUNTINGS

May be solid and engine stabilisers may be fitted.

CARBURETTOR

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

No forced induction is allowed, Ram pipes, air flow direction pipes or air scoops are not to be fitted

Cold start devices may be removed.

Re jetting is permitted.

EXHAUST

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 must not be used. Thermostats may be removed. The heater matrix if used must be inside the engine compartment.

All over flow pipes must terminate under the car.

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. **Ratchet straps, rope or cable ties etc. are not considered as suitable fixings.**

A battery isolator switching the negative side must be fitted.

The alternator may be removed. Car horns must be disconnected or removed.

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.

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

AIR BAGS

Must be removed.

FUEL TANK

The original fuel tank must be removed and replaced with a metal tank of two gallons maximum which must be securely fastened inside the car, 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, **which will include a non-return valve.**

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.

All fuel tanks must have a metal top which is securely fastened, with both fuel outlet and breather from the top of the tank. Breathers must terminate under the car, securely fastened so that they cannot be pulled back into the car. All pipes must be either brazed, welded or correct tank fittings used. **Chemical metal, silicon and other types of gunge will not be allowed.**

Fuel lines must be of metal type although a maximum of 6 rubber or plastic joints of 150mm maximum length are allowed. Alternatively stainless steel braided fuel line may be used.

Fuel lines must be securely fixed down and routed away from all electrical cables.

Only 4 star, unleaded or super unleaded petrol is allowed and only lead replacement additives may be used.

No Avgas, Methanol blends, Special mixes, Nitrous Oxide or Octane boosters are permitted.

A fire wall isolating the battery and petrol tank from the driver must be fitted.

FIRE EXTINGUISHERS

All cars must carry a fire extinguisher – minimum size 1kg – and be of dial type (with a gauge) - dry powder or CO2, which should be mounted not taped, within easy reach of the driver. A hole must be cut in the bonnet 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. **POLYCARBONATE HELMETS NOT ALLOWED.**

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 / HANS DEVICE

Neck collars or a Hans type device must be worn by all drivers during practice or racing.

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 driver's door window, but must be easily removable if access is required by the rescue services. Attention must be given to the way window nets are fastened, ensuring that they cannot come loose if a car rolls. Ie avoid cable ties around windscreen and door pillars.

NUMBERS

Racing numbers must be painted on both sides of the car (as large and as bright 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 back ground. 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 must paint the rear 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 must 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 point's 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 fire retardant overalls and attend the meetings with themselves and their car looking as presentable as possible.

Remember, apart from driving for your enjoyment, you are entertaining the public and it is with their support that we all 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, irresponsible conduct by a driver, parent or mechanic could lead to the driver being suspended.

Mechanics / Parents must not discipline / challenge another driver. Any matters must be directed through the Clerk of the Course / Onchan Raceway who will then listen to both sides and make a judgement, and inform both parties.

The Clerk of the Course / Onchan Raceway may at anytime discipline a driver or their representatives for unsporting actions or conduct either on or off the track.

A driver making a "jump" start may cause the whole grid to be reformed, and will be warned of their actions. If the same driver is judged to have jumped the start for a second time within the next three races, that driver will be docked two places from the race result.

Any driver who drives recklessly or too aggressively will be warned of their actions. If their driving does not improve they will receive a 3 race ban.

If a major incident occurs on or off the track involving deliberate fencing, sideswiping or ramming another drivers car or other serious misconduct the driver / team will be disqualified from the remainder of the meeting. The Clerk of the Course, relevant marshals and Onchan Raceway will discuss the matter at the end of the meeting and inform the relevant drivers / teams of their decision / penalty.

The decision of the Clerk of the Course or Onchan Raceway will be final.

SOCIAL MEDIA

Abuse, threats or defamatory comments will not be tolerated by Onchan Raceway. The internet and social network sites are regularly monitored, if any such comments are made by a driver or team member the offending Driver / Team will be banned from racing and the stadium for a minimum of 3 meetings.

SAFETY

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

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 class per meeting. Meaning that the same car can be used by only one Junior and only one Adult driver per meeting. (team building, celebrity and special events excepted).

ENGINE DISPUTES

Any registered Next Generation Stock car driver may put in a written complaint about the legality of any engine, this will cost £40 and is non-refundable this fee must be accompanied by the relevant complaint fee :-

Complaints requiring the removal of a cylinder head £ 200

Complaints requiring the removal of the flywheel £ 200

Complaints requiring an engine strip to inspect crank, con rods, pistons, gearbox, or diff. £ 400

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 6 points for a win, down to 1 point for 6th place.

Re grading will take place after every fifth meeting.

The entire roof of the car up to and including the tops of the doors must be painted either white, yellow, blue, red or silver depending on points scored. Drivers having the wrong coloured roof will have to start each race behind the red / superstar grade drivers until the fault is rectified.

Normal championship starting grid positions will be in graded order and reverse point scoring order.

I.e. Lowest points scorer before the start of the meeting in each grade starts all the races at that particular meeting from inside front row etc.

Drivers who regularly share the same car, will have their points totals added together to determine their starting grade and grid position for each meeting.

During the rolling lap, a distance of 7 car lengths must be maintained between grades (14 car lengths if an entire grade is missing).

The previous season's points champion will be designated superstar for the whole of the following season and start each race 7 car lengths behind the red-top graded drivers. (Silver roof with roof mounted amber flashing lights in working order).

The points champion from the previous season has the option of racing under No.1 indicating that achievement.

THE RACE

Cars will line up on the starting grid in graded order.

All races will be started using a rolling lap system, race direction will be Clockwise.

SCRUTINEERING

Every car must be scrutineered before being allowed to practice or race, and during a meeting if necessary.

It is the driver's responsibility to ensure that their car and safety equipment is scrutineered.

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 driver's responsibility to check that their car is legal before competing, it will be the driver's responsibility to prove to Onchan Raceway the legality of any part in doubt.

Cars suffering damage during a meeting will be allowed to continue racing during the meeting at the scrutineers / clerk of the courses discretion.

ANNUAL TROPHIES (beginning 2020 season).

Best turned out car (Junior and Adult)– judged at each meeting by commentary box officials, with the trophy going to the driver gaining most awards throughout the season.

New comer of the Year (Junior and Adult)– awarded to the highest point scoring driver in the grading list, open to drivers in their first season of racing.

Sword of State Trophy (Junior Trophy)– awarded to the highest points scoring driver, over 3 meetings held during the season. The drivers name and racing number will be engraved on the trophy which they keep for one year. The trophy remains property of Onchan Raceway.

Points Champion (Ministox / Junior Trophy)– awarded to the winner of the season long points championship. Drivers name and number will be engraved on the trophy which they will keep for one year. It is then presented to the following season's point's champion.

THE RULES

When referring to these rules and regulations the principle will always be :-

If you want to alter, modify or vary anything and these rules do not actually state that it can be done –

DO NOT DO IT – ask Onchan Raceway for written permission.

If you have any doubts about the interpretation of these rules and regulations you should seek confirmation from Onchan Raceway.

Modifications or interpretations will be considered by Onchan Raceway and if it is thought the sport of NEXT GENERATION STOCK CARS would benefit by a rule change, modification or interpretation this will be conveyed to all registered drivers who will be notified of the change and time of implementation.

REMEMBER – UNLESS THESE RULES STATE YOU CAN DO IT - DON'T

These rules supersede all others previously issued.

Date of issue February 2019.

