

ONCHAN RACEWAY

Stockcar Racing

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PRODUCTION ROD REGULATIONS 2021

Changes to 2020 regulations are shown in RED

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 driver's responsibility to check that their car is legal before competing.

Drivers are reminded that all cars must be scrutineered before every meeting, and during a meeting if necessary, it will be the driver's 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. **Black or dark coloured cars are not recommended.**

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 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 a Focus body may be fitted with any Ford engine up to 1610cc 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

All exhaust systems must be securely fastened to the underside of the car and **MUST HAVE AT LEAST TWO GOOD SILENCER BOXES.** The catalytic convertor counts as 1 box. 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. Gear ratios may be changed.

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. No additional water or oil coolers permitted unless originally fitted by the manufacturer.

All over flow pipes must terminate under the car.

SUSPENSION

No adjustable suspension, original suspension may be cut or heated to lower. Springs can also be changed.

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. **These must pass over the engine and fit from one strut top to the other, and not to any other part of the car or bulkhead.**

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.

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 / TYRES

Maximum width 7 inch. No wider permitted.

Wheel diameters and tyre profiles can be different front to rear and side to side allowing the driver to experiment with set up and stagger.

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

All wheels must be fitted using a minimum of 4 studs or nuts, wheel centres cannot be modified.

TYRES

No slicks. Tyres must be road legal types **and E marked.**

From the start of the 2020 season, a price cap of £80 per tyre will be introduced.

Meaning any Road legal tyre can be used that is readily available to anyone and has a Retail recommended price of under £80 including VAT when the tyre was new.

Proof of purchase / receipts must be kept to ensure compliance.

Alternatively any E marked tyre can be used, ie ex rally tyre's that originally cost more than £ 80 but the driver using these tyre's must be prepared to sell the tyre FOR £ 80 to any other 2021 registered Production Rod driver if requested to do so.

The £ 80 fee needs to be given to the Clerk of the Course before the end of the meeting. The tyre will be marked and the exchange will take place in the pit area after the last race of the meeting.

Any driver refusing to a compulsory purchase will be banned from racing.

The wheel and tyre would be removed from the car, the new buyer would be responsible for removing the tyre from the wheel and returning the wheel to the original driver.

Tyre softener of any type cannot be used, random durometer readings will be taken before and during meetings.

If unsure ask – anyone caught using tyres deemed not to be legal will loose all points scored throughout the season.

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 are not suitable and cars will fail scrutineering.**

All wiring must be fully insulated. No Bare Wires.

A battery isolator switch, switching the POSITIVE side of the circuit MUST BE FITTED on the passenger side of the H frame / rollcage close to the B pillar, easily assessable for marshals to turn off.

All electrical circuits must be isolated by the Battery Isolator.

Driver's must demonstrate during scrutineering that by turning off the isolator the engine stops and kills all circuits.

HOT WIRING IS NOT PERMITTED. Car horns must be disconnected or removed.

Alternators can be 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.

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 please.

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.

A bar maximum size 50mm x 50mm or 50mm diameter MUST be fitted under the front of the car to aid recovery by a tractor. The bar must not protrude further forward than the main chassis rails and must not be wider than the chassis rails. The bumper / grill must be cut to allow easy access for the tractor hook.

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

AIR BAGS

Must be removed.

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.

To make driver access easier, the passenger door can be used but must be securely fastened closed with the use of a spring bolt and suitable bracket fitted inside the car. Easily accessible by the marshals and medics if entry is required.

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. Both door bars must pass beyond the door opening, into the front wing / A pillar and back into the B pillar.

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.

Two separate bars of similar size to the roll hoop must be fitted from the top of the roll hoop down to the rear seat compartment or rear wheel arch area. Welded or Bolted into position with 4 x M10 bolts and suitable nuts and washers.

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 driver's 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 driver's side and one on the passenger side.

A horizontal bar must be fitted across the roll cage pillars at shoulder level behind the driver's 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 driver's 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 metal 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, **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.**

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 (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 :- FIA 8860 - 2010, FIA 8859 – 2015, Snell SA 2010, Snell SAH 2010, Snell SA2015, Snell EA2016, SFI Foundation 31.1A, SFI Foundation 32.2A, SFI Foundation 31.1, 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. **Overalls must be in good condition, no holes or tears.**

NECK COLLARS / HANS DEVICE

Neck collars, or a Hans device 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 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.

A metal upright (tube, box or angle) minimum 20mmx 20mm maximum 38mm x38mm can be welded or bolted into the windscreen aperture 1/3 to 1/2 way along the drivers side. Mesh is recommended to be fitted in the windscreen aperture from this bar to the A pillar on the driver's 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 back ground. **No edging, no holographic styles, just solid BLACK numbers on a plain 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 must 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 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 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.

ON TRACK CONDUCT

Any driver driving recklessly or aggressively will be warned of their actions, if they offend during the next 3 meetings the driver will receive a formal warning Yellow Card this will remain in place for a further 5 meetings, if the driver offends during these 5 meetings they will be banned from racing for 3 meetings.

Any driver who is issued with a Yellow card will also have 25 championship points deducted from their current score.

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.

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.

Drivers are not allowed to swerve or weave around the track in an effort to defend their racing position.

If a driver does obstruct other drivers they will be docked places in the race result.

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).

Cars cannot leave the pit area for repairs. If a car goes out of the stadium, it stays out for the rest of the meeting, NO EXCEPTIONS.

Annual trophies such as the Gold Cup and Dagger of Honour must be returned a minimum of 3 weeks before the race is held by the previous winner.

ENGINE DISPUTES

Any registered Production Rod 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.

Grading will take place after every **fourth** 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. Ie 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. **Ie Grades within grades.**

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

SILVER with 2 orange flashing lights denotes previous season's point's champion.

GOLD STRIPES 2 gold stripes 100mm wide in addition to the drivers regular roof grade, denotes previous seasons Gold Cup winner.

LADIES CHAMPION 2 Pink flashing lights in addition to the drivers regular roof grade, denotes previous season's Ladies Champion.

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.

The only exception to this will be the Gold Cup series of races, and the Dagger of Honour races, which will be started using Clutch Starts.

Starting grid positions for both the Gold Cup and Dagger of Honour events :- will be in graded order.

SCRUTINEERING

Every car must be scrutineered before being allowed to practice or race. It is the driver's responsibility to ensure that their 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.

Date of issue 1st December 2020..