

# Angmering Raceway - Micra Stox

## Rules and Regulations

This formula is a light contact class resembling stock cars without the substantial financial investment.

It is unacceptable to spin other cars out intentionally!

Excessive contact will result in appropriate actions being taken.

### Each race will start with 1 lap - NON-CONTACT.

- **CAR**

Nissan Micra K11. 1.0 litre (16v valve injection only). Car must have all steel body which may not be cut or lowered, narrowed or shortened. All steel panels must remain. All glass in the sunroofs must be removed and be bolted or welded on top with a metal sheet. The car must remain standard other than items mentioned within these rules.

- **ENGINE & GEARBOX**

Engine must be a 1.0 litre 16valve injection. Rev limiters can be removed on distributor engines but must remain on coil pack engines. Air filters are free. No inter changing of injectors. Gearboxes must remain standard. Fly wheels are free. No solid engine or gearbox mounts, other than the front crossmember mount (optional). Your ECU maybe checked or swapped for an identical one at any time. ECU must remain standard. If you refuse to co-operate it may result in a ban or points deducted!

- **FUEL SYSTEM**

Fuel tanks must be metal only and have a positive means of fixing (metal straps or bolted) inside the car. Before fitting, tanks and lines should carefully checked to ensure they have no leaks. All tanks must be fitted with a vent pipe from the top of the tank and positioned through the floor to prevent spillage in the event of a roll over. All tanks must be fitted with a screw type positive cap. Fuel tanks must have a maximum capacity of 2 gallons. Copper or braided fuel pipes are permitted. Fuel tap and breather one-way valve is optional (you may be asked to fit these at other tracks)

- **EXHAUST & SILENCERS**

Standard exhaust system to be used with manifold pre-cat still fitted and at least 1 silencer permitted. It must be in the original position and must have at least 2 secondary fittings after the manifold, must be effective in operation. If the silencer breaks during a race and the car is above the required noise level then the driver will be excluded from the race.

- **COOLING SYSTEM**

Radiators are free but must remain at the front of the car. Brackets maybe fabricated.

- **BATTERY & ELECTRICS**

Battery isolator switches are permitted. The battery must be fitted inside the car securely fastened and covered. If an electric fuel pump is used then the ON/OFF wiring must be through a suitable ignition switch which must be positioned so the driver can reach it whilst strapped in the car.

- **SUSPENSION, BRAKES, AXLES & DIFFERENTIALS**

Camber and castor are free, but only on the front drive wheels. Standard springs only but these may be cut down. However, they must remain in the original anchorage points. No adjustable suspension parts. No locked differentials or limited slip differentials (LSD) any elongated holes in the strut to hub mounts must have a washer welded in place so it is not adjustable. No doubling up on springs. Rubber spring assistors are permitted. Rear panhard rods maybe strengthened but MUST remain standard length.

- **WHEELS & TYRES**

Any size road legal tyres up to 14" may be used. No competition/racing tyres to be used. These must not protrude the standard wheel arches. Yokohamas AO21R & TOYO Proxes 888 tyres are not permitted. Standard K11 Micra wheels to be used only.

- **NAME & NUMBER**

Drivers name must appear on the car in a prominent position. The drivers number must be displayed on both sides of the car, and a fin plate on the roof too.

- **BODYWORK**

All cars must be in good, presentable condition (painted) with all wings covering each wheel. Excessively previously raced or damaged cars will be excluded from racing. Replacement panels must be metal and must not be thicker than the original panel. Bonnet and boot lid must be securely fastened down whilst racing.

**All of the following must be removed:**

- All glass and windscreens.
- All interior trim including door linings and head linings.
- All seats except driver's seat.
- All floor coverings
- All exterior trim, chrome and plastic strips, wheel trims and weights.
- Spare wheel.
- Plastic bumpers
- Original fuel tanks.
- Tow bars.

- **ROLL CAGE**

**Full roll cage is permitted consisting of a minimum of:**

- 1 hoop between the "A" pillars
- 1 hoop between the "B" pillars with adjoining roof bars.
- 1 bar at dashboard height.
- 1 horizontal roof bar.
- 2 rear support bars connecting the top of the hoop down to the rear wheel arches.

Minimum of 38mm x 2.5mm diameter tube or 40mm x 3mm box section-must be made from steel. Any frame which comes into contact with the driver's head must be covered with some sort of padding.

- **SEATS & SAFETY HARNESS**

Driver seat must be securely fixed in the original position. Standard or race seats can be used. The rear of the seat must be supported and fixed in position. A "5" point safety harness must be securely fitted and in good working order.

- **CLOTHING & HELMETS**

Drivers protective clothing must be kept clean and of good appearance also must be of the racing overall type. It is compulsory to use flame retardant proban or higher specification material overalls. If wet weather clothing is used this must be worn in addition not instead of racing overalls as described! A.B.S.A approved safety helmet must be worn at all times when racing. Helmets must be to a minimum standard of type A. gloves must be worn at all times when racing these also must be flame retardant. Neck braces are recommended but not compulsory.

- **BUMPERS**

Front, rear and side bars must be 40mm x 40mm x 3mm box section. Front and rear bumpers must have no more than 5 vertical and 3 horizontals. Side bars must only be welded to the car body and should not exceed door handle height. Wishbone braces may be used. Ironwork rearwards of the "B" pillar is free. Under the bonnet a diagonal bar may be used connecting from passenger side corner of the front bumper to the driver's side "A" pillar of the roll cage but must have 2 bends in the bar (to form a collapsible point in case of a large impact) – this is optional. Rear arches may have wheel protection bar but must have vertical bar connecting to the upper side iron bar from the centre of the wheel protection bar OR you may have open wheel arches (with no protection bar)

**Scrutineers decisions are final.**

Cars and engines may be checked by the scrutineers at any point.  
If found to be illegal, appropriate actions will be taken and may result in loss of points or even a ban.

For further information or questions regarding these rules, please contact:

○ **Chris Tullett: 07816028662**