

## MOD SALOON C

**No modifications to engines permitted except as listed.**  
**If not stated that it can be done then it cannot be done.**

**Any reference to engines in rules 1 to 68 refers to engines with one camshaft.**  
**Rule 69 refers to engines with multi valve, multi camshaft and multipoint fuel injection.**

1. All cars must be as they were produced by the manufacturer, except for the following permitted modification.
2. Later body shells can be fitted with earlier engines provided they are the same manufacturer. The later body shell used must have been originally fitted with an engine of the same or smaller cubic capacity as the earlier engine being fitted.
3. The permitted drive configuration is vehicles fitted with engines of up to 1400cc front wheel drive OHV or single OHC or rear wheel drive fitted with engines of up to 1400cc of OHV or single OHC configuration.
4. Single point fuel injection and multi point fuel injection is permitted. The fuel injection system used must be the standard original equipment fitted by the original engine/vehicle manufacturer.
5. Aftermarket performance enhancing fuel injection systems are not permitted.
6. It is permissible to remove the original fuel injected system fitted to an engine and replace it with an original manufacturers unmodified standard inlet manifold and carburettor. The inlet manifold and carburettor must be within the original manufacturers' model range.
7. Single carburettors are free within the manufacturers' model range.
8. Carburettors must remain standard, with the exception of: float levels, needles, Jets, choke flaps and vacuum pipes.
9. Carburettor adapter plates are not permitted.
10. Machining of throttle butterfly angle is not permitted.
11. Carburettor choke size alteration is not permitted. As an example only, the down draught Weber 28/36 progressive type must remain as such and not be altered to 36/36 non-progressive.
12. Machining or porting of inlet or exhaust manifolds is not permitted.
13. Inlet manifolds must be an original manufacturers unmodified standard item within the original manufacturers' model range.
14. Exhaust manifold are free.
15. Forced induction is not permitted.
16. Ram pipes or air scoops are not permitted
17. Water injection is not permitted.
18. Competition type carburettors are not permitted.
19. Max 3 valves per cylinder on single OHC engine is permitted.
20. Push rod engines camshafts are free.
21. On OHC engines aftermarket replacement camshafts are permitted, but must be within the original manufacturer's standard tolerances. It is the responsibility of the driver to ensure that any camshaft fitted to their racecar complies with this rule.
22. Camshaft Verniers are permitted on all engines.
23. GT. Type engines may be used. No BL "S" type engines or "S" type parts.
24. No "S" type distributors on BL A series engines.
25. Distributors are free within the manufacturers range and if fitted, the vacuum advance mechanism must be capable of working.
26. ECU's must remain standard with standard manufacturer's factory settings. The ECU that is used must be the unit that was fitted by the vehicle manufacturer for the engine

that is fitted to the racecar. No Dynojet Power Commander type plug in fuel and ignition adjusting modules are permitted. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal. If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal.

27. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.
28. No mixing and matching of engine parts.
29. Crank, rods and pistons must remain as standard to the block.
30. Valve springs are free but no double springs unless fitted as standard to engine used.
31. Pistons must be of type stated by engine producers as standard for that particular block, cc rating, compression ratio.
32. Pistons must be of a type or genuine replacement part for that type of engine block regarding capacity.
33. No machining of pistons permitted, except for balancing purposes and this can only be carried out on the inside surfaces of pistons.
34. One piston & con rod must remain as standard.
35. ARP nuts and bolts are permitted.
36. No competition pistons.
37. No steel moving parts.
38. No steel main caps unless standard fitment by the manufacturer.
39. Polished con rods are not permitted.
40. Casting and/or forging marks must remain.
41. Oil pump pick-up may be relocated.
42. Sump may be baffled or altered to a larger capacity.
43. Oil coolers are not permitted, unless fitted as standard by original manufacturer.
44. Dry sump systems are not permitted.
45. Engine must remain in original position.
46. Original flywheels may be lightened.
47. Clutches must remain as standard.
48. Electronic ignition is permitted if fitted as standard.
49. The fitting of after market electronic ignition is also permitted to cars that do not have electronic ignition as standard. After market ignition systems should have the same ignition advance curve as a standard ignition system. Programmable or re-mapped systems are not permitted.
50. Cylinder head must remain as standard.
51. Heads may be skimmed. No modification to oilways.
52. Lead free inserts & 3 angled valve seats may be used.
53. When closed the valve head must protrude into the combustion chamber and not be recessed.
54. Inlet and exhaust valves must remain standard size for the engine used.
55. Rocker ratios must remain standard.
56. Duplex or Vernier timing wheels/gear are permitted.
57. No limited slip differentials.
58. Differentials are free within the manufacturers' model range.
59. Differentials may be completely locked by welding.
60. Bulkheads front/rear must remain in original position and be complete.
61. Fully adjustable suspension is permitted. I.e.: Track control arms, tie bars, shock absorbers.
62. Shock absorbers may be up-rated.

63. Relocation of shock absorbers mountings is permitted.
  64. One panhard rod may be used unless 4/5-link system fitted as part of original equipment.
  65. Tramp bars two only are permitted.
  66. Steering quick racks are permitted.
  67. Axle lowering blocks are permitted.
  68. Vauxhall engines must have sealing holes in end case to gearbox & gearbox to engine, when presented for strip down must provide engine & gearbox complete as one unit.
  69. Airfoils, and spoilers are not permitted.
  70. Electronic or any other form of traction control is not permitted.
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71. Cars with multi valve, multi camshaft and multipoint fuel injection are permitted.  
With the following stipulations: -
    - a. The engine capacity must not exceed 1400cc.
    - b. The engine must be of the type as fitted by the vehicle manufacturer, no older engines in newer body shells.
    - c. The engine power output must not exceed 105 bhp as stated by the vehicle manufacturer.
    - d. Modifications to the engine, fuel injection system, ignition system or ECU are not permitted.
    - e. The ECU used must be the standard original ECU fitted by the original vehicle manufacturer.
    - f. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal.
    - g. Electric fuel pumps may be replaced with external pumps but tanks must have return line fitted and working as per standard operation of fuel system on the car being used.
    - h. Catalytic converters may be removed.
    - i. Multi valve, multipoint fuel injection engines are only to be fitted to cars they were originally produced in by the original manufacturer. Fitting new engines to older cars is not permitted.
    - j. All non-engine permitted modifications are as per group rules.
    - k. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.