

PROD A

**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 61 refers to engines with one camshaft.
Rule 62 refers to engines with multi valve, multi camshaft and multipoint fuel
injection.**

1. The permitted drive configuration is vehicles fitted with engines of up to 1000cc front wheel drive OHV or single OHC or rear wheel drive fitted with engines of up to 1100cc of OHV or single OHC configuration.
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. Due to valve springs for 1000cc OHV Vauxhall being unavailable from Manufacturers or Factors, the following alterations are permitted: 1400cc 8 valve OHC valve springs are permitted with the addition of either one solid spacer under exhaust valve spring or original turntable ground off, or the centre of 1400cc turntable machined to fit valve guide. The solid spacer used must not measure any more than 7mm. Part numbers for 1400cc components, Spring 90265608 G.M. Spring VSP 954255 (Factor) Turntable 90106266. Washer 90128720.
4. Single point fuel injection is permitted. The fuel injection system used must be the standard original equipment fitted by the original engine/vehicle manufacturer.
5. Maximum 1 spark plug per cylinder
6. Electronic ignition is permitted if fitted as standard.
7. The fitting of after market electronic ignition is 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.
8. Anti Roll bars are not permitted on Novas & Corsas
9. Cars must be of a model originally fitted with 1 only single choke or twin choke carburettor.
10. All cars must retain the original carburettor model, the carburettor used must be the standard original equipment fitted by the original engine/vehicle manufacturer.
11. A max of 2 valves per cylinder is permitted.
12. Inlet and exhaust valves must remain standard size for the engine used.
13. Cooper S, GT., Rallies, Sports, Special Editions, or engine parts are not permitted.
14. 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. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox. 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.

15. 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.
16. The maximum permitted overbore is 0.060" or metric equivalent.
17. 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.
18. Manufacturers' dowel or woodruff keys must be fitted as standard.
19. Engine balancing is permitted, no machining of pistons except for balancing purposes and this can only be carried out on the inside surface of pistons.
20. One piston and one con rod must remain as standard.
21. Pistons must not protrude above block face. Some manufacturers have pistons that protrude as standard, so particular vehicles will be checked on their merit, according to manufacturer's tolerances, for that specific vehicle.
22. Competition pistons are not permitted.
23. ARP nuts and bolts are permitted.
24. Centre main crankshaft straps are not permitted.
25. When closed the valve head must protrude into the combustion chamber and not be recessed.
26. Valve springs must remain standard to the engine used.
27. Matching or machining of carb to inlet or manifold to block is not permitted.
28. Inlet and exhaust manifold must remain as standard.
29. Head numbers 12A 1456 2A 629 Minis or "A Plus" CAM 4810.
30. Cylinder heads may be skimmed, but no modification to oilways.
31. Lead free inserts & 3 angled valve seats may be used.
32. Oil pump pick-ups may be relocated.
33. Sumps may be baffled.
34. BL "A+" 1000cc engines are permitted. Crank, rods & pistons must remain as standard to block.
35. "S" type distributors on BL A series engines are not permitted.
36. Distributors must remain as standard and if fitted, the vacuum advance mechanism must be capable of working.
37. A+1000cc camshafts, heads and springs may be interchanged with A series 1000cc or vice versa.
38. Duplex timing chains are not permitted, unless fitted as standard.
39. Air filters are free.
40. Ram pipes or air scoops are not permitted.
41. Forced induction is not permitted.
42. Carburettor butterfly must not be modified or removed.
43. Carburettor choke flaps and spindles may be removed.
44. All cars must retain original carburettor model. With a maximum choke size of 1½" or 38mm. This means that a single choke carburettor can have a single choke of a maximum choke size of 1½" or 38mm. On a twin choke carburettor neither choke size can be larger than 1½" or 38mm.
45. S.U. Needles must remain round.
46. Twin or single specialist carburettors are not permitted
47. All casting and or forging marks must remain.
48. All gearboxes must retain all gears.

49. NOVA & Corsa gearboxes must retain 1.96 second gear. Final drive allowed 3.7, 3.9, or 4.1
50. Gearboxes and axles must be as originally fitted to the car with no modifications.
51. Differential final drive ratio may be altered within the manufacturers' model range.
52. No competition or limited slip differentials are permitted.
53. Differential may be locked completely by welding.
54. Output drives & drive shafts must be within the manufacturers' model range.
55. Shock absorbers may be up rated.
56. Coil over shock absorbers are not permitted, unless fitted as standard.
57. Relocation of shock absorber mountings is permitted.
58. Steering quick racks are not permitted.
59. Airfoils and spoilers are not permitted.
60. Electronic or any other form of traction control is not permitted.
61. No mixing and matching of engine or gearbox parts.

62. Cars with multi valve, multi camshaft and multipoint fuel injection are permitted.
With the following stipulations: -
 - a. The engine capacity must not exceed 1000cc.
 - b. Engines fitted with coil pack type ignition systems are not permitted, the ignition system must use a distributor as fitted by the vehicle manufacturer.
 - c. The engine must be of the type as fitted by the vehicle manufacturer, no older engines in newer body shells.
 - d. The engine power output must not exceed 65 bhp as stated by the vehicle manufacturer.
 - e. Modifications to the engine, fuel injection system, ignition system or ECU are not permitted.
 - f. The ECU used must be the standard original ECU fitted by the original vehicle manufacturer.
 - g. 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. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox.
 - h. 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.
 - i. Catalytic converters may be removed.
 - j. 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.
 - k. All non-engine permitted modifications are as per group rules.
 - l. Gearboxes must be as originally fitted to the car with no modifications. Nissan Micra 16 valve must use 5 speed gearbox.
 - m. 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.
 - n. Nissan Micra cars fitted with K11 engines, when tested not under load will not exceed 6850 RPM.