SPECIALS

1. Any non-production car built for racing F/W/D or R/W/D with open wheels.
2. Must be of sound construction throughout and comply with all safety regulations for all classes.
3. Bodies must be clean and tidy with no sharp edges.
4. Roof panels must be of sound metallic construction, of a minimum thickness steel 16swg or aluminium 10swg. No composite material allowed.
5. Axles, wheels and suspension are free.
6. No chassis originally manufactured for road use allowed such as Lotus.
7. Open wheeled specials. OHV or OHC, 2 Wheel drive only.
8. Cosworth moving parts are not permitted.
9. ARP nuts and bolts are permitted.
10. Multi valve DOHC engines must remain as standard.
11. Maximum engine size is 2001cc +60 thou overbore, or metric equivalent.
12. On smaller capacity engines, no big bore kits are permitted. Only +60 thou overbore, or metric equivalent is permitted. This refers to multi valve DOHC motorbike engines only.
13. When multi point fuel injection is used on a multi valve DOHC engine the fuel injection system used must be the standard original equipment fitted by the original engine manufacturer.
14. When used on a multi valve DOHC motorbike derived engines, the ECU must remain standard with standard manufacturer's factory settings. The ECU that is used must be the unit that was fitted by the engine 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.
15. On multi valve DOHC engines the fuel injection system may be removed and replaced with any carburettor / carburettors and any inlet manifold.
16. On multi valve DOHC car derived engines, the engine ECU may be remapped to facilitate the use of a carburettor or carburettors. The ECU may also be replaced with a re-mappable aftermarket ECU to facilitate the use of a carburettor or carburettors.
17. On multi valve DOHC engines the engine ECU may be removed and replaced with another form of un-mappable ignition system, (i.e. a mechanical distributor.)
18. On multi valve DOHC engines exhaust manifolds are free.
19. No other modifications permitted on multi valve DOHC engines.
20. On 8 valve engines carburation and other engine modifications are free.
21. On 8 valve engines no specialist steel crankshafts or conrods.

22. On 8 valve engines no alteration to number of exhaust/inlet ports.
23. On 8 valve engines no turbo/super charging.
24. On 8 valve engines clutch & flywheels free.
25. On 8 valve engines Steel duplex timing gear is permitted.
26. On 8 valve engines Steel rocker gear is permitted
27. On 8 valve engines Steel vernier timing gear is permitted.
28. Fuel tanks must have adequate protection for the driver and other competitors.
29. Side irons may be fitted at a practical height to afford drivers maximum protection. Side irons will not exceed past hub line.
30. One transverse bar or box frame may be fitted at front and rear of vehicle, but will not exceed the chassis width at its fixing.
31. Prop shafts, gearboxes and bell-housings must be shielded from the driver with material of adequate strength to act as a safety shield.
32. Rear transverse engine cars must have a scatter shield of at least ¼" (6mm) plate fitted between the clutch/flywheel housing and rear of the driver's seat.
33. Radiators or other cooling systems must be completely shielded from the driver and oil coolers must be shielded from all competitors.
34. All chains on chain driven cars must have adequate protection from drivers and other competitors.
35. Transmission is free
36. Wheel width must not exceed 10" wide.
37. Tyre size and type are free.
38. Electronic or any other form of traction control is not permitted.