



WORLD OF MOTORSPORT ZA

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2018

STOCK ROD CLASS (SRT) TAR

Introduction:

The Stock Rod class is an entry level class for standard sedans or coupe, 2 or 4 door body cars and LDVs which appeared with a 1600 engine or less, front or rear wheel drive vehicles are permitted. All spare parts fitted to the car shall be used without any alterations and modifications as they come from a road going vehicle. Cars to be used must be in standard form using 8 valve piston engines and gearboxes from the same manufacturer.

The main objective of this class is to promote Oval racing in the most cost-efficient way by means of using stock standard saloon cars with minimum alterations.

Minimum age – Competitor must turn 14 in the respective Year in which he/she enters this Class. Any Competitor under this age may be granted special dispensation to run in this Class at Club level provided the respective Promoter is satisfied that the Competitor is able to run in this Class. This does not extend to Inter Club and National Championship Events.

Only modifications specifically stated shall be allowed, anything not stated in these rules are not permitted.

WOMZA is aware that many of the vehicles in this class are of an age where it is not always possible to find spares within the regulations.

In such instances competitors must submit a Written Application of Dispensation (WAP) to WOMZA. WOMZA will review this request and will provide approval in writing should the dispensation be approved. Each instance will be judged on merit.

The onus is on the Competitor to place this Dispensation approval in his license book and to present it when questioned. WOMZA reserves the sole right to make these decisions and Competitors who do not present a written Letter of Dispensation will be competing in a car that contravenes regulations.

THESE RULES ARE STRICTLY ENFORCED AS OF 1 APRIL 2018

SRT 1.	CAR CONSTRUCTION
1.1	Only vehicles of a road going use are permitted;
1.2	Space Frame and Semi Space Frame Vehicles are not permitted;
1.3	Chassis and Sub Frame must exist in its entirety;
1.4	Repaired Chassis may only be done with materials not exceeding 1 mm thickness;
1.5	Silhouette to remain unaltered;
1.6	Wheelbase to remain standard; No wheel spacers permitted
1.7	Sunroof openings to be closed;
1.8	Bonnets may not be cut to accommodate air cleaners;
1.9	Firewall may be cut to accommodate the Carburetor and Exhaust system only;
1.10	Front grill plate may be reinforced by plating no thicker than 1 mm; A tubular brace, not exceeding 38x2mm, may run from the forward face of the strut tower towards a point behind the front grill plate, then pass between the upper section of the radiator and this grill plate before returning to the remaining strut tower. It may be attached to the grill plate by means

<p>1.11 1.12 1.13 1.14 1.15</p> <p>1.16</p> <p>1.17 1.18 1.19</p> <p>1.20 1.21 1.22</p>	<p>of welding or with purpose-built brackets. This pipe MAY NOT be placed in front of this grill plate.</p> <p>All interior trim must be removed;</p> <p>Inner door panels may be removed;</p> <p>Rear of car may be closed with plating to create separate compartment for the fuel tank;</p> <p>Use of fibreglass panels for doors, fenders, bonnet and boot is permitted;</p> <p>Wheel arch spads are permitted. These spads may not protrude more than 50 mm beyond the outside of the existing manufacturers wheel arch flares and may only be manufactured from fibreglass and must have rounded edges and ends.</p> <p>Skirts permitted – Skirts may not protrude beyond the width of the widest point of the wheel spat and must be made off at the front and rear by joining into the spat or being tapered towards the original skirt gradually without creating a dangerous point. Material may not exceed 2mm thick. Round tubular skirts are permitted provided they do not exceed a width of the spat, are made from a material not exceeding 38x2mm and are rounded off towards the body at the back and front of the structure and are supported at only two points additional point</p> <p>Fibreglass body repairs are permitted;</p> <p>Top of wheels may not protrude beyond the spads when viewed from above;</p> <p>Only original bumpers and original bumper stiffeners are permitted. Bumpers may be removed;</p> <p>Engines must be mounted in original position;</p> <p>Fuel Tanks must be covered if they are not placed behind “boot plate”;</p> <p>Boot lid must be fitted.</p>
<p>SRT 2. 2.1 2.2 2.3</p>	<p><u>Roll Cage and Frame</u></p> <p>Roll cage refer to Technical Regulations;</p> <p>Full roll cage to be fitted, may support rear of front strut tower, but not further than rear strut tower;</p> <p>Strut braces are permitted between lower control arms and between strut towers.</p>
<p>SRT 3. 3.1 3.2 3.3 3.4 3.5</p>	<p><u>Brakes:</u></p> <p>Brakes should remain standard;</p> <p>No modified pedal boxes are permitted;</p> <p>No ABS brakes are permitted;</p> <p>No rear disk brakes to be fitted unless they were standard for that model.</p> <p>Cars with brake drums in front may be changed with a later model disc brake of the same manufacturer.</p>
<p>SRT 4. 4.1 4.2</p>	<p><u>Dimension and Weights</u></p> <p>Minimum weight of a stock rod will be 800kg including the driver;</p> <p>All dimensions and specifications must be according to the manufacturer’s specifications as records by the Auto Date Digest unless there is proof of any error in the Auto Data Digest.</p>
<p>SRT 5. 5.1 5.1.1 5.1.2 5.1.3 5.1.4 5.1.5</p>	<p><u>Engine:</u></p> <p>Engines may not exceed 1660 cc after reboring to maximum Manufacturer specification;</p> <p>The engine make must match the vehicle type ie Nissan engine in a Nissan body;</p> <p>Bore and Stroke must resemble original Manufacturers spec with max 060’ allowed in bore size discrepancy.</p> <p>Flywheels from other models of the same Manufacturer may be utilized.</p> <p>Cylinder heads may only be used in combination with the block as per original Manufacturers spec.</p> <p>Pistons in 1400/1500 cc Nissan engines may be changed provided the replacement piston is from a road going vehicle, does not exceed 060’ of original Nissan engine Manufacturers specification and remains standard apart from being balanced.</p>

5.2	Electronic ignitions are permitted and restricted to TP100, 500 and 900 modules as aftermarket systems. Ignition must not be programmable;
5.3	Carburetion can be altered to a maximum of 38 DCD Weber ; by fitting an aftermarket adapter between the carburetor and the intake manifold;
5.3.1	No SU Carburetors are Permitted, excepting in the 1275 Leyland Mini;
5.3.2	Dimensions and designs on adapter plates are free.
5.4	Fuel injection heads permitted,
5.5	Camshafts are free;
5.6	Vernier camshaft pulleys are not permitted;
5.7	Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted;
5.8	Intake manifolds are to remain standard;
5.9	No aftermarket manifolds permitted. Adapter plate between carburetor and intake manifold is permitted;
5.10	No adapter plates may be used between the cylinder head and intake manifold; Sandwich plates between the Cylinder head and Inlet Manifold are permitted provided they have an identical bolting pattern and that their sole purpose is to seal Injector Mounting Grooves.
5.11	Intake and exhaust port on cylinder head are to remain standard;
5.12	No port matching;
5.13	No air intake ducting will be allowed;
5.14	Electric water pumps are not allowed;
5.15	Flex plates are not allowed;
5.16	Flywheels to remain standard;
5.17	Aftermarket ignition systems are not allowed;
5.18	Balancing of engines parts is allowed. Crankshafts to remain standard;
5.19	Three angle valve seats are permitted;
5.20	Valves must be standard completely including size and length;
5.21	Only standard valve springs are allowed;
5.22	Valve guides must be standard;
5.23	Head bolts not to be cut down and additional washers may not be added;
5.24	
SRT 6.	<u>Exhausts:</u>
6.1	Branches are permitted;
6.2	Effective silencers are compulsory;
SRT 7.	<u>Fuel</u>
7.1	Only pump fuel is permitted (ethanol is excluded);
SRT 8.	<u>Steering and suspension:</u>
8.1	Only commercially available steering racks and steering boxed are allowed, but to remain standard to the vehicle, without modifications;
8.2	No quick ratio versions are allowed;
8.3	Suspension could be altered but only to the left front wheel (top or bottom but not both) but may not be adjustable;
8.4	No adjustable shock absorbers are allowed;
8.5	Only Gabriel; Armstrong or Monroe shock absorbers are allowed if the original Shock absorbers are replaced;
8.6	Rear suspension must remain standard but can be lowered by heating or cutting of the springs (Mini may cut down the cones only front and rear);
8.7	LDV's and rear wheel drive vehicles can make modifications on the rear springs;
8.8	Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle;
8.9	Competition Springs and Lowering kits are NOT permitted;
8.10	On drivers side a 125mm block must pass under the skirt, excluding the lip edge, from end to end; with the Competitor in the vehicle;

SRT 9.	Transmission:
9.1	Only standard gearboxes as fitted in factory are allowed;
9.2	On front wheel drive vehicles gearbox of the same make and brand can be interchanged to accommodate ratio problems e.g. A VW Golf gearbox can be fitted to a VW POLO or vice versa but only to accommodate ratio problems;
9.3	On rear wheel drive vehicles the gearbox can be interchange (ford to ford if it is a straight fit, no adapter plates may be used);
9.4	No limited slip differentials are allowed, lock differential by welding only.
SRT 10.	Wheels and Tyres
10.1	Only road going Tyres available from Commercial Fitment Centers are permitted with the following size limitations - max width 205mm, 10,12,13,14 and 15 inch only.
10.2	Tyres Restricted to Locally Manufactured Tyres and Imported Road Going Tyres, with a value of less than R1 500.00 excluding VAT, (REDUCING TO R 1000 IN 2019) that are commercially available from Commercial Fitment Centers
10.3	Each competitor is limited to 6 tyres per National Championship event;
10.4	This tyre limitation is restricted to the participation in the Heats and Final only and not for practice runs;
10.5	Damaged tyres may be replaced at the sole discretion of the Senior Scrutineer at championship events with used tyres only;
10.6	Each competitor is responsible to ensure that the tyres are adequately marked;
10.7	No Slick or semi slick tyres or compound altering chemicals are permitted;
10.8	Skimming of tyres is strictly prohibited;
10.8	Tyres worn to an extent where 50% of the tread pattern is no longer visible are not permitted;
10.9	Tyres showing any degree of “canvass” or structural damage may not be used.
SRT 11.	Wings:
11.1	Wings are not permitted;
SRT 12.	RESTRICTOR PLATE
12.1	A compulsory Restrictor Plate measuring 19/23mm must be fitted between the carburetor and the inlet manifold on front wheel drive vehicles only.
12.2	Each restrictor plate will be tested in the presence of the Competitor using a 19.05mm and 23.05mm ‘no go’ gauge
12.3	Any Competitor found competing with a Restrictor Plate that does not match the reflected sizes will be excluded from the events results.
12.4	Any Competitor who fails to race with a restrictor plate will be excluded from the event.