



2019 Pro – Stox Basic SPECIFICATIONS



CAR CONSTRUCTION RULES AND REGULATIONS

Unless these rules state you can do it, you “CANNOT DO IT”.

INTRODUCTION

This formula is designed to encourage new drivers to our circuits to enjoy the atmosphere and thrills of driving on an oval without substantial financial investment or for those drivers who cannot give the commitment necessary to compete at the very high level of all our present Formulae. Drivers who have raced in any other senior formula will not be permitted to race in this formula. Any dispensation on this rule must be approved by the GMP Racewall Board of Control.

Pro – S Basic will feature cheap cars in ~~LIMITED~~ **NON CONTACT** racing. The concept of the racing is a **FUN Learning Formula**: **One rear brake light located in the top centre of the rear window must be fitted and in working order.** to nudge or spin out the car in front rather than the intentional fencing of Bangers Style Racing.

From the start of the 2019 season all races will be a Standing start, i.e. clutch start.

Any of the following driving infringements will result in a suspension or a complete ban from the Formula.

- Spinning a car towards the fence or corner cutting to spin another car.**
- Deliberate one on one following another vehicle into the fence.**
- Driver retaliation (this will be looked at in the same light as the driver who committed the offence).**
- Attacking cars on the infield or chasing cars on to the infield.**

NOTE: whilst any action not in the spirit of ProS Basic racing is carefully controlled by the Steward, in the case of a deliberate “follow-in”, if proved, this could lead to an automatic lifetime ban from the formula. In the case of a track blockage, the excess hitting of stationery cars will be dealt with as any other driver infringement.

If you win a race at a meeting; you will start the remaining races from the rear of your grade. Should you win another race at the same meeting – you will be automatically upgraded to the grade above and will remain in this grade for the remainder of the grading period.

Pre meeting Practice in this formula will be limited to WHITE Grade Drivers ONLY.

WHAT YOU NEED TO GO RACING

- A crash helmet, which should be to the current ORC specification
- A Pair of fireproof brightly coloured overalls, fire proof gloves, fireproof balaclava.
- A 4/5 point , full safety harness as per regulation 6 .
- A Good seat with head restraint (Full racing seats are allowed).

All white grade drivers will be required to display 3 black crosses on the rear panel of the car. No deliberate contact with a car displaying 3 crosses will be allowed. At the end of a grading period all crosses will be removed.

An application form to obtain a GMP drivers licence. (The form and payment must be received 7 days prior to a race meeting – forms and fixture lists are available from the GMP office).

1. CARS ELIGIBLE

Vehicle Make & Model Engine Capacity

Any 1400cc, metal bodied, four - seater saloon or hatchback as listed below. **No Vauxhalls are allowed.**

Citroen Saxo	AX, C1, 2 & 3.	1360cc 8v
Ford KA	Fiesta	1388cc 16v
Nissan Sunny	Micra	1275cc 16v or 1392cc 16v
Peugeot 205, 206.	106, 107.	1360cc 8v or 16v
Fiat Renault	Punto.	
Suzuki	Clio	1390cc 8v or 16v
Toyota	Swift	1298cc 16v
	Starlet FWD	1332cc 16v
		Yaris.
		Fabia.
VW Lupo	Polo	1390cc 8v or 16v

Anyone wishing to try another type of car should contact the Promotion for permission before they start any preparations.

THE FOLLOWING CARS ARE EXCULDED FROM RACING IN PS Basics:-

HONDA. VAUXHALL, NOVA, CORSA.

2. PREPARATION & Paintwork

Original Bumper and Dash board should remain, car must start with original key.

Remove all exterior mouldings/headlamps/door handles, exterior mirrors.

Remove all glass, interior trim, head linings, door linings, floor coverings, passenger seats.

Any car arriving at the stadium with glass either fitted or loose inside the car will not race. (NB it is not satisfactory to tape over bonded windscreen rubbers, they must be completely removed)

Tow bars must be **completely** removed together with spare wheel carriers.

A “quick release” nylon window net **must** be fitted to the driver’s door. Steel mesh is not permitted.

All cars must be neatly turned out at the start of each meeting. Any driver arriving at a meeting with a car which, in the opinion of the scrutineer is in an unraceworthy condition will be refused racing.

The driver’s racing number must appear on the doors of the car both sides and must be 12” high minimum. They should be preferably in large American style numbers Black numbers on white background. The bigger the better.

A 'Sun Visor' made of metal and having a depth of at least 6" may be fitted to the top of the windscreen aperture. The drivers name only must appear across the sun visor position. All sign writing must have a professional appearance.

Scrutineers will instruct drivers to change their numbers if lap scorers find it difficult to read them. The whole of the roof of the car must be painted in the drivers current grade colour. **A ROOF FIN IS MANDATORY — BLACK ON WHITE. Each number on the Fin must be MINIMUM 9" HIGH x 1" WIDE. If your number cannot be read, you will NOT be lap scored.**

Any car that does not comply with this rule will not be permitted to race.

3. BODYWORK and BUMPERS

No welding for strength.

All holes in the front bulkhead must be filled to provide a firewall between the engine and driver.

All doors and bonnets must be secured shut. Using Chain or Harness straping only. But not welded shut.

A hole must be cut in the bonnet near to the carburettor, maximum size 6" .

DO NOT fill in head lamp or rear lamp apertures. ~~with anything other than 20 gauge aluminum with a maximum overlap of 2"~~

Front and rear bumpers **must** have a form of retaining strap/plate fitted via bolting or pop-riveting or Tex Screws.

No panelling inside of car i.e. doors, rear seat aperture etc.

Cars that are deemed to have excessive welding repairs will fail scrutineering. Wings must remain as standard & not be welded around the arch.

Bright colours for bodywork are recommended and a good overall appearance is mandatory. Cars may be sign written.

Drivers may NOT paint their car in Team Colours or similar to that of other cars other than at organised team events.

Mirrors may be fitted inside only.

Scrutineers will fail cars that are not in a clean and tidy condition.

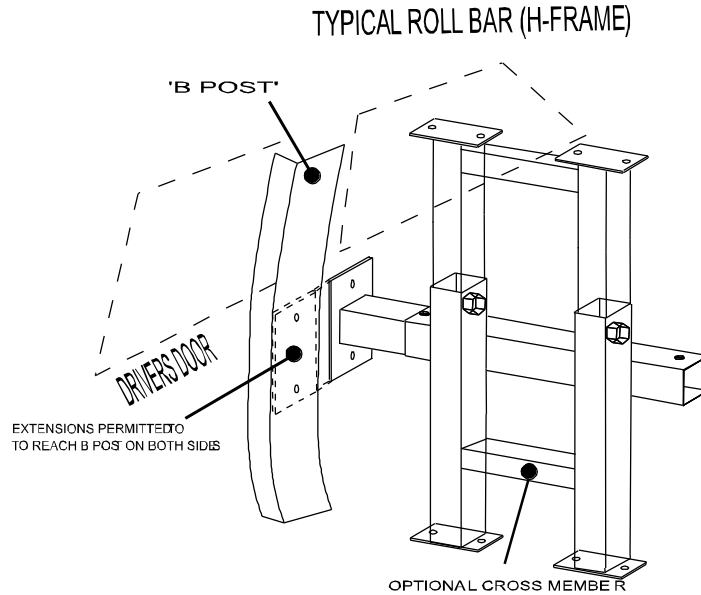
Door Plates

A steel door plate must be fitted outside the drivers side front door to overlap the A & B posts by a minimum 2" and maximum 6". (see illustration) This must be a minimum 8mm thick and 12" deep.

A maximum of eight bolts can be used to secure this plate, of which two must pass through the front pillar and two through the centre pillar or through an end plate that is welded to the roll bar. All bolts must be secured using washers made from flat bar to prevent bolts pulling through. All bolts must be trimmed to prevent injury.

4. ROLL CAGE

- You must fit as a **minimum** a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor with a minimum size bolt of **3/8" (8mm)** and suitable washers.
- The hoop must be one piece or two uprights on one top bar of a welded construction.
- One cross bar is compulsory, a second is optional; these must be welded or bolted to the uprights and must support the drivers seat to stop it twisting.



- The minimum size for roll bar is 1 1/2 "(40mm), maximum size 4"(100mm), minimum thickness 3mm(75mm).
- Crossbars must have a 5" (125mm) square end plate fitted.
- The roll bar cross bars must be straight and no protrusion of cross bars must exist.
- Each upright must have a maximum of two bolts on each side to the floor and one each side at the top.
- No scaffold clamps allowed, all adjustable feet must be welded to the cage.
- The seat must be supported and secured at shoulder level to the cage, you may fit the 2nd cross bar in support of the seat just below the window aperture or weld a frame on the cage to support the seat at the top.

5. DRIVER'S SEAT

A seat complete with a secure head restraint must be fitted. Competition seats may be used. The seat must be securely mounted at shoulder height to the cross bar or to the rollover bar and bolted securely to floor. When the driver is securely belted in the car, i.e. ready for racing, there must be a minimum gap of 4" between the top of the driver's crash helmet and the roof of the car.

6. SEAT BELTS

Only belts comprising separate shoulder and lap straps will be permitted. All belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles, it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of tubegrip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. **An extra bar is to be fitted to the roll cage behind drivers seat, approximately 4" below shoulder height of driver.** Seat belts; **Shoulder straps must** be fixed to this bar or allow the belts to lever over it. Information is available from your promotion on the correct procedure to follow when fitting seat belts, remember, your life depends on them..

7. ENGINES

Maximum engine size 1400cc and must remain standard no competition parts are allowed (i.e. Valve springs, cam shafts, valves, pistons etc.).

A standard electric fuel pump that can be used in any car.

Air filter may be removed.

Exhausts must come from the range of car to which they are fitted and must not be altered in any way from original. They may terminate just in front of the rear axle. Repairs are permitted to the system. Everything else must remain as manufactured. Engine Identification marks must be clearly visible to scrutineers.

8. GEARBOX / AXLE

Gearbox must be as manufactured to the same vehicle range.
Axle and ratio must be as manufactured.
Locked differentials are not permitted.

Fabricated mountings may be used where standard alloy mounts are found to be unsuitable these must be of max 3mm plate.

9. RADIATORS

Any radiator may be used but it must be fitted in original position. Maybe held in by cable ties or rope.

10. BATTERY AND ELECTRICAL

Battery must be securely fitted to, the roll bar or passenger floor pan, and must be covered with a leak proof material. It must be isolated from fuel tank.

All wiring must be fully insulated and an electrical cut-off switch must be fitted **in such a way as to cut the power to the engine & Fuel pump.** ~~to the negative side of the battery.~~

Electrical starters must be fitted and be in working order. Ignition barrels must be situated well away from drivers knee.

11. FUEL TANK

The original fuel tank and lines must be removed. A maximum 2 gallon tank drawing fuel through a stand pipe outlet at the top of the tank must be used. It must have a secure screw-on metal cap and be fitted with a breather pipe **fitted with a non return valve** which will prevent spillage of fuel should the car be inverted. The tank must be fitted securely to the roll cage, clear of the battery.

12. FUEL SHUT OFF / Fuel PIPEING

A manual shut off tap must be fitted within easy reach of the driver.

Fuel pipes must be metal / copper or rubber fuel pipe marked for petroleum use. Rubber must be run through metal covered tube when in car and securely clipped to prevent leakage. A 6" section of flexible pipe is permitted to fix the fuel line to carb, pump, tank and the fuel cut off tap.

13. BRAKES

Must remain as manufactured in the range of the car used and must be working on all four wheels. The handbrake must be in working order.

14. WHEELS / TYRES / SUSPENSION

Any standard road wheel to the car. i.e. Ford on Ford.

155/70/13	155/65/13
165/70/13	165/65/13
155/80/13	155/65/14
165/80/13	165/65/14
155/70/14	175/65/14
165/70/14	175/65/13
155/80/14	
165/80/14	

Tyre size must be the same across the axle.

All four wheels must be of the same diameter.

Hub caps must be removed.

All balance weights must be removed.

Any tyre with buffed markings will not be accepted, **any tyre found to be contaminated with tyre softener of any description will render the DRIVER to an immediate suspension from racing for 12 months.**

The driver must be able to show proof of purchase to the promotion if questioned about any tyre he uses. If this cannot be done then the tyre will be deemed illegal until the tyre can be checked.

Note: The promotion reserves the right to review the regulation relating to wheels and tyres at any time.

Suspension, must remain standard. Camber must conform to manufactures tolerance.

15. DRIVERS – ONE CAR PER MEETING

Each driver is only permitted one car per meeting and each car is only permitted one driver per meeting.

16. Steering Wheel

A quick release steering wheel is permitted but must not be removed to exit car during races.

17. SAFETY EQUIPMENT

• Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). Snell SA2005, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass or Tri-Composite form only. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC10) sticker.

- Neck braces are recommended.

- Fireproof balaclavas are **MANDATORY** and must be marked appropriately.

- Fire retardant gloves are **MANDATORY** and must be marked appropriately. Drivers must wear bright coloured racing overall type clothing of flame retardant Proban or a high specification material and this must be maintained in a clean and tidy condition in view of the public.

N.B. If wet weather clothing is used this must be worn IN ADDITION TO and NOT INSTEAD OF the regulation flame retardant overall type of clothing described above.

- A quick release cloth window net must be fitted to the driver's door window aperture. The netting should have holes not larger than 7.5cm or 3" wide. It should come down level with the steering wheel, and should be flexible and easily removable separate to the movement of the door.

- A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver.

All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

- A minimum of 3" (75mm) wide safety belts (1.75" (40mm) sub-strap) are mandatory. This must be a full five point buckle release harness (including NASCAR type) with sub-strap and must be fitted and

bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended. The sub-strap must be used at all times and all belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of Tubegrip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted.

Please note that all of the above rules are subject to change in respect of Health & Safety requirements.

Miscellaneous Safety is of primary importance in all motor racing. Please ensure that your car is well prepared with extra attention given to seat belts, possible fuel leakage, jagged edges on metalwork, clothing, crash helmet and when in the pit area, behave responsibly as other drivers depend on you!

It is your responsibility to ensure that your car is built to the specifications, not the scrutineers !

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard Parts.

Unless these rules state you can do it, you "CANNOT DO IT".

Cars, Engines and Fuel will be checked on a random basis.

Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension .

All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited.

Drivers are reminded that scrutineer checks can be carried out at any time, and most certainly at official championships. If parts are suspected of being illegal make sure you leave them with the promotion if you do not agree or if you refuse it will automatically make the part or parts illegal.

It is the responsibility of the driver to prove to the promotion that the part is legal by the way of written proof of where the part originated. This must be done within seven days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.