

SKEGNESS / YORSTOX / BUXTON

1300 SALOON STOCK CARS 2025

If it does not say you can do it in the rules, then you cannot do it no matter how irrelevant you may think it is. If you are unsure, please ask or contact your scrutineer, Promoter or appointed official, don't just assume it's okay.

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race.

All car and engine specifications, part numbers etc can be obtained by the Promotion or Drivers Representative Technical Committee.

Cars, engine, gearbox, suspension checks can be carried out randomly at any time on any part of the car, by the Promoter or outsourced scrutineers/engine builders. Any violations or refusal will result in an immediate suspension of all racing facilities. All new cars must have a technical inspection BEFORE being presented to race.

The object of the race is to complete the specified number of laps in the shortest time.
1300 Saloons is a contact formula.

Transponders

Cars are required to have a Transponder fitted *and in full working order* for lap scoring purposes these will be the AMB/MyLaps Transponders and the model types can be 260DP, hard wired red casing. If you are buying an X2 Transponder you must get the car one. The kart one won't work on the new system upgrade. Any questions please contact us first.

Transponder - to be fitted in rear footwell and on Corsa C's 4 inches forward

All Drivers must now use a Raceiver, a radio that allows the meeting steward to speak to all drivers. Raceivers are there to aid a driver. Drivers must still be aware of any on track incidents. If a driver cannot hear any radio communications, they must retire to the infield.

Before filling in any licence forms you MUST read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding to the rules stated within this rule book.

1) CAR BODIES – GENERAL

Cars are to be four-seater, right hand drive, steel bodied saloon or hatchback not exceeding 1300cc when manufactured, the most popular cars are listed below with the weights.

Nova	min weight	950kg (2019 no new builds)
Astra	min weight	950kg
Corsa	min weight	950kg
Tigra	min weight	950kg

Drivers wishing to race alternative vehicles must contact the Promoter.

The total minimum weight at the end of a race without driver, and any remaining fuel is as above.

There is also a maximum inside weight of 53% at the end of a race without driver and any remaining fuel with a tolerance of +0.2% only.

Body shells must remain as manufactured and standard and must retain the original silhouette and cannot be cut or lowered or stretched, original measurements of all window apertures, top of door, skin heights etc must be within 1" of original, i.e. original glass sizes/measurements will be used. Also must have 5½" bootlid from lip of window aperture to steel work (this includes all new builds from 2025).

(Current and older cars that do not fully comply too the revised 2025 rule book will be drilled and tagged in various places with seal numbers logged, and the Promoter/Scrutineer MAY give you a run-off period to allow the car to carry on racing (maximum of 3 years. They will have the final say).

Front panels may be removed, and inner wings can be cut as far back as suspension turrets, but the turrets must not be removed or repositioned.

Original front track arm mounts must remain and in their original position but may be strengthened.

The front of the chassis to the bulkhead may be removed and replaced with 40 x 40 box section.

Bulkhead, floor and tunnels must remain standard with the exception of the boot floor, which may be removed from the center of the wheel back. Rear floors may also be replaced with 1mm plate.

Original rear axle mounts can remain and in their original position but may be strengthened.

You can also mount the axle to the steel work but must remain in original position.

Corsa axles may be interchangeable

Washers may be fitted in between stub axle and axle to obtain alignment

Original rear inner arches and shocker mounts may be removed and replaced.

Chassis must remain as far back as rear spring pan with spring pan remaining in its original position but may be welded to the steel work.

The removal of inner door, bonnet, tailgate and roof skins is allowed but removal of structural stiffeners is not permitted.

Wheel arches may be trimmed to edge of steel work.

Rear window aperture cannot be filled in.

Passenger door only may be cut down to top of steel work.

The use of fiberglass / kevlar panels are not permitted.

All plastic scuttle panels to be removed and replaced by steal of max 2.5mm thickness. Must be welded or bolted.

All body work/panels must be in a safe condition, with no sharp edges and in a presentable manor. A complete firewall must be between the engine and driver's compartment to help protect the driver from the possibility of burns from fire, fuel, oil or water. This must be made of metal and all holes covered, except for minimal size holes for cables, pipes, electrics etc to pass through.

2 ENGINES

The engine must be an 8-valve standard 1300cc Vauxhall engine and must occupy its original position. No engine swaps are allowed.

Head

Head may be skimmed to a minimum of 94. Valves must remain standard type, cams standard 1300, maximum lift of 6.00mil with a tolerance of 0.5. **No machining or polishing of exhaust and inlet ports on head or manifolds. Original thickness inlet manifold gaskets must be used.**

Inlet waterway may be blanked off in manifold.

Mark 1 Astra Cylinder Head – may be used but must have Pierberg 20/24 carb and 1300 Nova manifolds and standard head gaskets.

Standard hydraulic lifters only, no modifications, shims or solid lifters are allowed.

Carburetor

Must be Pierberg 20/24. Cold Starts may be removed. Second choke vacuum only. Fuel jets are free, you may drill jet to size. Only modification to be carried out on carburetor – vacuum pipe from distributor may be removed and fitted to vacuum unit on carb and blank fitted to carb where necessary. **Original amount of carb to inlet manifold gaskets must be used including standard spacer block.**

The Needle valve and housing can now be drilled to a max of 2mm

A secondary fixing MUST be used on the fuel feed inlet pipe connection to the carburettor. The secondary fixing MUST be completely independent of the primary fixing for the fuel feed inlet pipe.

Two throttle return springs must be fitted to the throttle mechanism, not the cable or pedal, they must be securely fixed (not cable ties). The integral spring attached to the cable or small spring on the carburetor body, does not count as one of the required springs.

IGNITION SYSTEM-DISTRIBUTOR

Distributor must be the standard manufactured Black Cap model only.

Blocks

Block may be re-bored to +40thou, it also may be skimmed but pistons must not protrude the top by more than 10 thou and remember pistons must remain standard. ARP bolts may be used in conrods and caps. No other modifications.

The waterpump must remain as standard.

Crankshaft

1400 8V crankshaft may be used but must have a standard flywheel no machining or drilling.

Fly Wheels

Flywheels are free but no aluminum, they may be skimmed to a minimum of 5kg.

Clutch Plate & Pressure Plate must remain standard. No drilling/machine work of any type is permitted.

There may be occasions when we need to seal engines prior to stripping, therefore all engines must have two head bolts, one inlet manifold bolt and two cam cover / rocker cover bolts and two sump bolts, drilled with a 2ml hole, so we can fit a sealing wire. **PLEASE NOTE:- If these holes are not drilled and a seal can't be fitted it will result in an immediate suspension of all racing facilities.**

OIL CATCH TANK

An oil catch tank (no drink cans or bottles) minimum of at least 1ltr must be connected to the engine breather system and fitted inside the engine bay.

3. GEARBOX AND TRANSMISSION

The gearbox must remain standard as manufacture, apart from you can change and do external modifications to gear linkages/brackets. Standard gears and differential ratios only, no internal modifications of any type.

No competition type gear boxes are permitted.

Diffs **may** be locked by welding **only**, the use of L.S.D. **diffs** is NOT permitted, **and clusters are free but remain Vauxhall to Vauxhall etc.**

4. IRONWORK

Roll cage area ABOVE THE DRIVER must be filled in with 3mm steel plate either welded or bolted. A full roll cage to a minimum of (40 mm box or tube) in 2.5mm to maximum of 4mm must be fitted. The cage must have front and rear hoops with 2 connecting bars.

The roll cage must be clear of the helmet line. **There must be a minimum 2" clearance between drivers' helmet (this includes the peak of the helmet), when strapped in at all points of the roll cage and roof plate.**

An internal bar must be added level with the top of the drivers door. To be attached to the roll cage front and rear legs. It must be 25mm x 25mm steel box section or pipe. 3mm thickness. Braced down to side rail.

Front and rear bumpers to a minimum of 12" from top to bottom with the exception of one piece of 40 x 40 or 50 x 25 box section to bottom rail of the REAR bumper.

Front and rear bumpers may be angled back on the corners but both sides must be the same.

The bottom rail of the rear bumper only may be doubled to act as a crush tube and protect the bumper. 40 x 40 or 50 x 25 box maybe used.

Top rail behind the driver's seat must be from top rail to top rail and must be one continuous piece of box.

The same applies to the bottom rail.

It is required to have a minimum of two rearward supports going back from the top of the roll cage hoop down to the chassis – one each side of the car. You may run the rearward supports in a criss-cross fashion, running diagonally from the top of the roll cage hoop at the driver's side to the chassis on the passenger side and vice – versa. Rearward roll cage supports must also be braced underneath. All supports must be made of the same specification steel as the roll cage.

Both top and bottom inner steel work must be double thickness ie. Inner and outer steel work connected between the dash bar and the bar behind the driver's seat – this must be the same on both sides and must be connected with bars from top rail to bottom rail on inner steel work to connect the two.

Rear wheel protectors must be fitted level with outer steelwork and must not be angled up or down and must come down to at least the top of the wheel rim.

Welding – must be of a high standard – all sides of box section must be fully welded although there will be places where this is not possible, but every effort must be made to do this.

Particular attention must be made to the roll cage, as this is a safety issue. Scrutineers will carry out safety checks in this area.

All internal panel work where steelwork is exposed **MUST** be removeable so the scrutineers can carry out checks to the steel work.

All side rails must be either 40mm x 40mm max 4mm or 50mm x 25mm max 4mm (flat surface to the side only). All other steel work must be either 40mm x 40mm x 4mm maximum or 50mm x 25mm max 4mm.

The front bumper only may be constructed from 40 mm x 40mm up to 5mm thickness. MAXIMUM of eight vertical uprights in front bumper and five uprights in rear bumper.

A brace maybe fitted between inner rails, but not connected to top and bottom rails of bumpers.

For new build cars there must be a gap of 40ml between the top and bottom rails of the front bumper and the brace behind, which sits inside the chassis rails.

4 connecting ties of 40ml box may be used between them, if top chassis rails run to the top rail of the bumper, then only two braces in the center may be used

The bumpers must be constructed of box section only. No flat bar or angle iron. Any gussets must also be box section only.

One rubbing strip on the front bumper 12" long (central with the bumper), max of 4mm thick box section, may be braced with one piece of box section no longer than 6" and must not protrude more than 2" out from the side rail. (only welded to side rail). If there is no steel work that passes under the seat then a 3mm **steel** plate must be welded or bolted to the driver's side floor pan, from the pedals to the rear of the seat.

Damaged chassis members, where front and rear chassis sections are weakened by corrosion or damage they may be replaced by 40mm x 40mm box section, maximum 3mm thickness.

Replacement chassis rails must be drilled or left open. The front must terminate at the bulkhead and the rear must not come any further forward than the centre of the rear axle. Only sufficient box section to replace the damaged chassis members is allowed.

Maximum width 70" at front steel work.

Smaller diameter box section may be used as structural stiffeners, i.e. 25 x 25 or 30 x 30 box section.

All sharp edges must be removed from bumpers and side rails.

5. WHEELS AND TYRES

Any standard steel road wheels to a max width of 5 ½" J can be used that will fit without modification. Alloy wheels may be used. **If a wheel is not marked with original width (5 ½" J), it can not be used. No machining or modifying of wheels to make fit is allowed.** No aftermarket alloy, **motorsport or competition wheels** allowed.

Wheel spacers are not permitted. **All wheel weights and center caps must be removed. All wheel studs and nuts must be fitted at all times.**

The only tyres permitted are 175/70R 13 82P Yokohama Blueearth ES-32.

The Kingpin Pacer 175/70R 13 82P, the Kuhmo 175/70R13 82T Solus KH17, the Yokohama Blueearth A3-01 and Maxi tyres are all run off tyres and cannot be used after 2025.

Tyres may be cleaned up. Tyres may not be recut. **Tyre softener is not permitted. Tyre gaiters can be used.**

During 2025 the transition to another controlled tyre will be trialed. Tyre testing will be done across all grades (not in championship races) and points will be awarded on averages and adjusted accordingly. Your co-operation and feedback during the testing will be appreciated.

5A. BRAKING SYSTEM

ABS system to be removed and a standard Corsa one fitted. You can either run 2 valves on the rear lines or no valves.

A working four-way brake compensator valve has to be fitted in the middle of the front bulk head and has to be original Vauxhall type with no modifications (random checks and removal of this item may be carried out any time).

Front brakes must remain standard ie. Equal size calipers and discs each side.

Rear brakes must remain standard equal size drums across the axle.

All brakes must be able to stop the wheel when jacked up and rotated by hand with minimum force (scrutineers decision is final)

No material must be removed from the pads or shoes. No competition brakes of any type are allowed.

The interchanging of front brake calipers, caliper carriers using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any type. The only EXCEPTION is you can slightly chamfer edge of Corsa C caliper carrier. Solid brake discs only, no drilling or groves of any type. You may machine the OD of the brake discs a maximum 10mm only, minimum size of disc is 225mm OD.

6. STEERING AND SUSPENSION

The minimum ride height is measured without the driver, from the bottom of the sill, side/door plate etc, this includes the rebate lip, but the lip has to be in the original position, outer sills may be replaced but part of original sill must be visible. The full length rebate lip may be cut to a minimum height of ½" (but cannot be removed or bent up). The original floor of the car must be used. The ride height will be minimum of 5" to the ground, The test block/measurement must travel freely along the sill between the front and rear wheels and to the center of the car (not including exhaust), this includes the rebate lip.

Original suspension turrets or on new builds may be fabricated off steelwork in their original position may be used. No suspension either front or rear may be mounted on the steelwork, with the exception of the rear shock absorber where the original wheel arch has been removed.

Original suspension may be strengthened and on front turrets on new builds only.

The interchange of front hubs, carriers etc using standard Vauxhall parts is accepted i.e. Corsa C may be used on Corsa D but no machining or grinding of any kind is permitted.

Passenger side wheelbase may have a lead of 1inch, this can be achieved by modifying the bottom tie bar.

The wheel base has to remain standard on the driver's side, which are Corsa B 244.0cm/96.06", Corsa C 249.1cm/98.07" and Corsa D 251.1cm/98.86". When the wheelbase is measured it's the driver's responsibility to set their wheels where they want them. Once one side is measured, they CAN NOT move the wheels to measure the other side.

Negative camber is allowed on nearside front wheel only, not positive camber. No camber on rear wheels.

To achieve camber on front NS leg only, it may be modified by means of elongating holes to achieve camber. Drive shaft and bottom arm maybe lengthened to suit. i.e. weld plate and re-drill hole.

Corsa C – bottom arm passenger side may be cut or moved to achieve a 1” lead on wheelbase. No rose joints are allowed. A strut brace is permitted leg to leg only. All suspension legs must remain as original fitted to the turrets and not be adjustable or strengthened.

Front suspension legs may be interchangeable between Corsa B, C & D

The bottom arm on the drivers’ side must remain as standard.

No quick steering racks may be used.

Corsa C SUBFRAME TO REMAIN STANDARD.

The back axle must remain in its standard position to manufacturers’ settings.

Front suspension legs and rear shock absorbers must be fitted to the car and mounted in original position as close as possible to allow for corrosion and damage.

Rear Shock absorbers must be of common type i.e. pin fixing at the top, and round bush fixing at the bottom. All shockers must still have original or aftermarket part numbers stamped on body, clearly marked, not grinded off, over painted. A sticker does not mean it is correct. NO competition type or GAZ are allowed. Shockers may be removed and tested at any time.

All coil springs are free (2¼” are permitted but not tapered) and may be cut to lower the car, only 1 spring per corner is allowed and has to be used, (the use of helper springs is not allowed).

Front suspension legs and rear shock absorbers must be standard (gas or oil) as originally fitted to the car.

Rear coil springs must have a secondary fixing on lower part of spring to axle beam. It may be bolted, metal straps (minimum hose clips), seatbelt/ratchet strap or similar type webbing or a metal cable tether so spring doesn’t come out on impact.

The use of a packer between the lower spring platform and the base of the spring is permitted. The preferred use is a aluminum or nylon/rubber fully enclosed disc not open, if metal weld to platform if possible, or fully secured using secondary fixings as above to prevent them coming out.

7. ENGINE MOUNTS

Original engine mounts may be replaced by fabricated ones and mounted solid.

8. SCREENS

No glass is allowed in the window aperture or screen. All other glass must be removed from both inside and outside of car.

Mirrors may be fitted inside the car only. A metal upright 25mm x 25mm must be welded or bolted into the windscreen aperture, one third of the way along the driver’s side.

A wire mesh panel covering the driver’s side of the screen is recommended.

9. SEATS

Fibre glass seats and other special competition seats are recommended or solid one piece seats, none reclining, and must be securely fitted. The back of the seat must be adequately supported including well supported so the seat cannot move sideways, a minimum of 6 M8 bolts must hold the seat in position with 4 on the base and provide a strong head restraint otherwise this restraint must be an integral part of the roll cage. Preferred seat is an intermediate seat.

Driver's seats must occupy their original position and be securely fitted to either the 3mm floor pan or cradle under the seat, and the headrest must not protrude beyond the rear of the main hoop. If your seat and seatbelts are not mounted safely it is the Scrutineers decision if you are permitted to race.

10. BATTERIES AND ELECTRICAL

Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid, and battery terminals must be covered to prevent shorting out with non conductive material. The use of Gel Batteries is allowed. An electrical cut off switch must be fitted to the rear left-hand window of the car and be clearly marked. If the car is fitted with an electrical fuel pump, a switch must also be within easy reach of the door.

Self started motors must be fitted and in working order at all times.

All wiring must be securely fastened and kept away from fuel lines as much as possible.

11. SEAT BELTS

A minimum of (75mm) wide safety belts (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. Anchorage points should be fitted securely using eyelets or bolts 3/8" minimum size using large spreader washers/welded in plates if bolted through the floor. 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 Tubigrip 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 fitted to roll cage behind driver's seat approx 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

Also refer to ORCi website for correct fitment (details can be found at rear of rule book).

12. FUEL AND FUEL TANKS

The use of BP 102 Octane rated fuel is not permitted.

Only roadside fuel is allowed, the use of additives /octane booster and fuel scents are not allowed.

Fuel tanks must be metal no aluminum, maximum capacity 3 gallon tank, fitted rear of the driver and must be at least 6" from the battery, the tank must be securely fitted with minimum 4 M8 bolts behind an adequate fire wall, 4 x 50mm drain holes under or around the tank. All tank filler caps must be of a secure leak proof metal screw fitting.

Petrol pipes must be of metal covered and fixed securely to prevent chaffing and have a shut off tap within easy reach of the driver, (down the center of the car) at all times, **which has to be clearly marked on/off.**

All tanks must be fitted with a breather system if a car is inverted. ie fuel feed pipe must enter the top of the tank and a breather pipe must be fitted in the top. **Fuel feed pipes and breathers must exit at the top of the tank and a one way valve fitted to the breather pipe, and must be working at all times (or you will be excluded from the results as random checks will be made).**

A firewall between fuel tank including filter cap / pump and driver must be fitted, electric pumps to be behind the firewall **or fully covered/boxed in.** Any fuel filters to be behind fire wall or inside engine compartments. A 50mm steel box section frame must be fitted to protect the fuel tank from a rear impact. This frame must be welded to the rear supports of the roll cage.

Petrol Tank covers

The fuel tank must be covered in a nonflammable material box covering 3 sides and top and leave one side open. i.e. Imagine an upside-down shoe box, the long uncovered side should be fitted with this opening facing the rear of the car.

13. EXHAUSTS

Standard 1300 exhaust manifold, **no machining/polishing of internals is allowed, rough casting must be visible.** Standard 2 into 1 down pipe, 1 single pipe to a silencer. **The only silencers allowed (which must not be modified in any way), are SKR Stamped Box available from the Promotion in the Pit Office on race days. The tailpipe must exit rearwards pointing downwards.** The twin down pipe may be cut and twisted to fit around Corsa C sub frame, that is the only modification allowed to be carried out.

A heat resistant tape may be used on the exhaust manifold in the engine bay and on the down pipe.

No stainless or competition exhaust systems can be used of any type.

NOTES

A bespoke manufactured system is being looked at to be developed and used in 2026 (as standard systems are hard to find, and stock very limited).

14. RADIATOR

Are free and only one may be fitted in the engine compartment. No secondary rads or oil coolers are allowed.

15. APPEARANCE

The car should be tidy and well painted with the driver's name on the sun visor and all sign writing should be professionally done.

A fin type roof number with figures must be fitted, to be clearly seen by race control. The fin plate has to be white with plain black numbers of professional appearance.

Numbers have to be a minimum size 9" high x 1½" wide, with easy readable font, no sparkle or shadowing allowed, or writing in numbers.

16. ROOF/GRADE COLOURS & STARTING POSITIONS

The roof panel **has to be** in correct grade colour, minimum of 3ft x 3ft square.

Roofs must be in the correct colours as stated below:-

Gold Roof Champion	-	Gold
British Champion	-	Black & White chequered
Points Champion	-	Silver
Superstar	-	Red roof & flashing lights
Star Grade	-	Red roof
A Grade	-	Blue roof
B Grade	-	Yellow roof
C Grade	-	White roof

Champions start at the back of the grade, apart from National Points and Gold Roof Champion who start at the back of the grid.

17. DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS

The “Driver Safety Equipment Specification Regulations” are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves etc), will be retained during the meeting by the scrutineer, Promoter or appointed official and will be returned to the driver at the end of the meeting.

These regulations are located in the “Technical” section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:

ORCi Website Technical Section:- <http://www.orci.co.uk/Content/Technical>

ORCi Website Home-page:- <http://www.orci.co.uk/Home>

These rules may be revised at any time during the course of the season for the benefit of the formula and to ensure competitive racing.

The Promoter has the right to add, modify or alter any rules on Health & Safety requirements.

REVISED RULES FOR 2025 HIGHLIGHTED IN BOLD/ITALIC/RED PRINT