



2024 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 13 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.

SRT 1.

CAR CONSTRUCTION

- | | |
|--|---|
| 1.1
1.2
1.3
1.4
1.5
1.6
1.7
1.8
1.9
1.10
1.11 | Only vehicles of a road going use are permitted
Space Frame and Semi Space frame Vehicles are not permitted
Chassis and Sub Frame must exist in its entirety
Repaired Chassis may only be done with materials not exceeding 1 mm thickness
Silhouette to remain unaltered
Wheelbase to remain standard; No wheel spacers permitted
Sunroof openings to be closed
Bonnets may not be cut to accommodate air cleaners
Spare wheel well may be removed and closed off with sheeting not thicker than 2mm
Firewall may be cut to accommodate the Carburetor and Exhaust system only
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 of welding or with purpose-built brackets. This pipe MAY NOT be placed in front of this grill plate.
1.12	All interior trim must be removed
1.13	Inner door panels may be removed
1.14	Rear of car may be closed with plating to create separate compartment for the fuel tank;
1.15	Use of fibreglass panels for doors, fenders, bonnet and boot is permitted Wheel arch spads are permitted. The overall width of the spad, including the original manufacturers spad may not exceed 90mm wider than the widest point of the front door of the vehicle's
1.16	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 spad, 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
1.17	All 4 wheels of vehicle must fit within the body of the vehicle which determines the maximum dimensions
1.18	Fiberglass body repairs are permitted
1.19	Door inner and frames may be removed
1.20	Top of wheels may not protrude beyond the spads when viewed from above
1.21	Only original bumpers and original bumper stiffeners are permitted. Bumpers may be removed.
1.22	Engines must be mounted in original position
1.23	Fuel Tanks must be covered if they are not placed behind “boot plate”
1.24	Boot lid must be fitted at all times.
1.25	Modifications that are unclear must be taken up in writing with respective Technical Consultants. Such modifications are only permitted once this has been discussed with the Chairman of the Technical Consultants who will instruct WOMZA to issue a written directive. Until this directive is published the modification is not permitted.
SRT 2.	<u>Roll Cage and Frame</u>
2.1	Roll cage refer to Technical Regulations
2.2	Full roll cage to be fitted, may support rear of front strut tower, but not further than rear strut tower
2.3	Strut braces are permitted between lower control arms and between strut towers.
SRT 3.	<u>Brakes:</u>
3.1	Brakes should remain standard
3.2	Ventilated discs allowed if factory fitted only
3.3	No modified pedal boxes are permitted
3.4	No ABS brakes are permitted
3.5	No rear disk brakes to be fitted unless they were standard for that model
3.6	Cars with brake drums in front may be changed with a later model disc brake of the same manufacturer

3.7	Brake boosters free
SRT 4.	<u>Dimension and Weights</u>
4.1	Minimum weight of a stock rod will be 800kg including the driver
4.2	All dimensions and specifications must be according to the manufacturer's specifications as records by the Auto Data Digest unless there is proof of any error in the Auto Data Digest.
SRT 5.	<u>Engine:</u>
5.1	Engines may not exceed 1660 cc after reboring to maximum Manufacturer specification Additional Restrictions VW Engines – restricted to AFX Specification Engines (Bore,Stroke,Plenum,Injectors to be within AFX Specification).
5.1.1	The engine make must match the vehicle type i.e. Nissan engine in a Nissan body
5.1.2	Bore and Stroke must resemble original Manufacturers spec with max 060' allowed in bore size discrepancy.
5.1.3	Flywheels from other models of the same Manufacturer may be utilized.
5.1.4	Cylinder heads may only be used in combination with the block as per original Manufacturers spec.
5.1.5	Nissan 1200 Cylinder heads may be utilized in Nissan powered vehicles
5.1.6	Fuel Injection heads are permitted, and an injector blanking plate mounted between the head and inlet manifold, with a common bolt pattern, is permitted.
5.1.7	Head Gaskets restricted to commercially available and must remain standard
5.2	Pistons in 1400/1500 cc Nissan engines may be changed provided the replacement piston is from a road going vehicle, does not exceed maximum cc (SRT 5.1) and remains standard apart from being balanced.
5.3	Carburetion can be altered to a maximum of 38 DCD Standard Weber Carburetor. Jetting and linkages are free. —
5.3.1	Original factory fitted SU carburetors are permitted on the Nissan 1400/1500 engines
5.3.2	The Toyota Corolla RWD may utilise the twin side draught factory fitted 40 Dellorto Carburetors
5.4	EFI is permitted and restricted to Dictator, Spitronics and Power Mods systems only with the following applicable conditions. These systems may not be programable from within the cockpit
5.4.1	The standard factory fitted plenum and throttle body may be utilised only
5.4.2	VW Golf may only use the 1600 plenum with the 56mm standard throttle body.
5.4.3	Standard injectors as per factory specification
5.4.4	Fuel rails free
5.4.5	Fuel pressure regulator is free
5.4.6	Air cleaner is free.
5.4.7	Original factory control units may be fitted with an aftermarket chip
5.4.8	Fuel injection pumps are free
5.5.1	Camshafts are free (Head may be fettled to allow for lobe clearance)
5.5.2	Vernier camshaft pulleys are permitted
5.6.1	Cam keyways may be slotted
5.6.2	Alternator pulleys are free
5.7.1	Intake manifolds are to remain standard; Original casting marks to remain.
5.7.2	No aftermarket manifolds permitted. Adapter plate between carburetor and intake manifold is permitted; The design on this
5.7.3	adaptor plate if free however the adaptor plate may not exceed 40mm in thickness
5.8	Intake and exhaust port on cylinder head are to remain standard No port matching

5.8.1	Air intake ducting to an air cleaner is permitted
5.9	All air cleaner ducting to position the air cleaner directly behind a headlight aperture. All
5.9.1	head light apertures must be closed off with a suitable material. Any vehicle with a headlight aperture cover that becomes detached is excluded from the heat in which it is participating.
5.10	Electric water pumps are not permitted
5.11	Flex plates are not permitted
5.12	Flywheels to remain standard
5.13	Balancing of engines parts is permitted.
5.14	Crankshafts to remain standard
5.15.	Valves must be standard
5.15.1	Three angle valve seats are permitted
5.15.2	Valve springs are free
5.15.3	Valve guides must be standard
5.16.	Sumps may be modified to prevent oil surge
5.16.1	Baffle Plates and trapdoors may be incorporated into the design
5.16.2	The oil pick-up may be redirected
5.16.3	Windage trays are permitted
SRT 6.	<u>Exhausts:</u>
6.1	Branches are permitted
6.2	Effective silencers are compulsory and are subject to specific venue requirements
SRT 7.	<u>Fuel</u>
7.1	Only 95 octane pump fuel is permitted with no ethanol content or additives of any sort
7.2	Control Fuel to be supplied from Fuel Station that has the closest proximity to the race venue, where control fuels are provided regardless of the brand of fuel.
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	The slot where the front shocks are attached to the upright may be welded.
8.5	Mounting points on shocks may not be modified
8.6	Only Gabriel, Armstrong, Monroe or KYB shock absorbers are allowed if the original Shock absorbers are replaced.
8.6.1	Shocks may not be adjustable
8.7	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)
8.8	LDV's and rear wheel drive vehicles can make modifications on the rear springs
8.9	Coil springs are restricted to springs originating from any road going Saloon. Springs may be cut to lower vehicle
8.10	Competition Springs and Lowering kits are NOT permitted
8.11	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
8.12	Camber on left front may not exceed 5 degrees providing the wheel is still within the body, when viewed from above, as per maximum dimensions.
8.13	Camber to right front wheel not exceeding 1.5 degrees positive or negative

8.14	Additional restrictions - front wheel drive vehicles
8.14.1	Camber on rear wheels not to exceed 1.5 degrees.
8.14.2	Rear Wheel alignment may not exceed 2mm when measured with a tracking bar at a position along the front and rear of the outer edge of the rims on the axle in race conditions.
8.14.3	Droop on rear shock absorbers must not be less than 50mm when the vehicle is jacked up under the A pillar.
8.15	Use of Polyurethane Bushes as replacement for original suspension bushes is permitted.
SRT 9.	<u>Transmission:</u>
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
9.3	On rear-wheel-drive vehicles, the gearbox can be interchanged if the bolt on pattern is the same
9.4	When making use of a front wheel drive engine on a rear-wheel-drive Ford to Ford, Nissan to Nissan etc. (An adapter plate may be used but original gearbox shall remain)
9.5	Diff's may be locked
9.5.1	Limited Slip Diff's and variations thereof are not permitted
<u>SRT 10.</u>	<u>Wheels and Tyres</u>
10.1	Restricted to the following types of tyres
10.1.1	- Dunlop FM800A 195/15 82V
10.1.2	- Continental Premium Contact 5 195/15 82V
10.1.3	- Hankook Ventus V12 Evo 2 195/15 82V
10.1.4	- Apollo Alnac 205/13 87H
10.2	Tyre profiles are free
10.3	Specific championship regulations will place restrictions on tyre allocations.
10.4	Competitors may not use more than 6 tyres an event.
<u>SRT 11.</u>	<u>Wings:</u>
11.1	Wings are not permitted;