



NATIONAL MOTORSPORT FEDERATION WITH INTERNATIONAL FEDERATION AFFILIATION

P.O. Box 12387, Brakpan North, 1545 - Tel: 011 740 1206 / 011 740 8315

Email: ann@womzasa.co.za

2022 JUNIOR STOCK ROD CLASS (JSRT) TAR

Introduction:

The Junior 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 10 in the respective Year in which he/she enters this Class and must leave this class at the end of the Year that they turn 16. Competitors promoted prematurely to the Stock Rod class MAY NOT return to this class. This is a Club Championship Class only.

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.

JSRT 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
- 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 Valance may be reinforced by plating no thicker than 1 mm
- 1.11 All interior trim must be removed
- 1.12 Inner door panels may be removed
- 1.13 Rear of car may be closed with plating to create separate compartment for the fuel tank

1.14	Fibre glass panels are prohibited; Cosmetic Panels (Bonnet, Boot Lid, Fenders, and doors) may be replaced with fiberglass providing the original silhouette is retained.
1.15	Wheel arch spads are permitted.
1.15.1	These spads may not protrude more than 50 mm and may only be manufactured from fibre glass.
1.15.2	Fibreglass spads are permitted provided they are rounded at the point where they reach the front and rear fenders. They may NOT form sharp edges and scrutineers may request for offending parts to be removed before allowing participation.
1.16	Fibreglass body repairs are permitted
1.17	Top of wheels may not protrude beyond the spads when viewed from above
1.18	Only ORIGINAL bumpers and original bumper stiffeners are permitted.
1.19	Engines must be mounted in original position
1.20	Fuel Tanks must be covered if they are not placed behind “boot plate”
1.21	Sill protectors permitted but may not exceed 38mm x2mm OD round tube or boxed 2mm plating
1.21.1	Sill protector must be rounded at the leading and trailing edges if it does not form part of the wheel arch and spad.
1.21.2	Where round tubing is used there may not be more than 3 mounting points per side
JSRT 2.	<u>Brakes:</u>
2.1	Brakes should remain standard
2.2	No modified pedal boxes are permitted
2.3	No ABS brakes are permitted
2.4	Vehicles with brake drums on the front axle may be altered to accommodate brake discs and calipers of latter models.
JSRT 3.	<u>Dimension and Weights</u>
3.1	Minimum weight of a stock rod will be 800kg including the driver
3.2	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.
JSRT 4.	<u>Engine:</u>
4.1	Engines may not exceed 1660 cc after reboring to maximum Manufacturer specification
4.2	The engine make must match the vehicle type i.e. Nissan engine in a Nissan body
4.3	Bore and Stroke must resemble original Manufacturers spec with max 060’ allowed in bore size discrepancy.
4.4	Flywheels from other models of the same Manufacturer may be utilized.
4.5	Cylinder heads may only be used in combination with the block as per original Manufacturers spec.
4.5.1	Nissan 1200 Cylinder heads may be utilized in Nissan powered vehicles
4.6	Fuel Injection heads are permitted, and an injector blanking plate mounted between the head and inlet manifold, with a common bolt pattern, is permitted.
4.7	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.
4.8	Electronic ignitions are permitted and restricted to original units or SA Manufactured systems only.
4.9	Carburetion can be altered to a maximum of 38 DCD Standard Weber Carburetor. Jetting and linkages are free. —

4.9.1	Programable Electronic Spark Management is permitted on vehicles using carburetors provided the Unit is produced in South Africa.
4.10	Electronic Fuel Injection is permitted with the following conditions
4.10.1	Standard factory fitted plenum only
4.10.2	VW Golf may only use the 1600 plenum with the 56mm standard throttle body.
4.10.3	Standard factory fitted throttle body only
4.10.4	Standard injectors as per factory specification
4.10.5	Standard fuel rail only
4.10.6	Fuel pressure regulator is free
4.10.7	Air cleaner is free
4.10.8	Management restricted to original units or South African produced aftermarket systems only
4.10.9	Original units may be chipped
4.10.10	VW Golf engines restricted to MP 9 1.6 original unit if factory unit is utilized
4.10.11	Fuel injection pumps are free
4.11	No SU Carburetors are Permitted, excepting in the 1275 Leyland Mini
4.12	Camshafts are free
4.13	Vernier camshaft pulleys are permitted
4.14	Pulleys and cam keyways may not be slotted to allow for movement and offset keys and undersize keys are not permitted
4.15	Alternator pulleys are free
4.16	Intake manifolds are to remain standard; Original casting marks to remain.
4.15	No aftermarket manifolds permitted.
4.16	Adapter plate between carburetor and intake manifold is permitted; The design on this adaptor plate is free however the adaptor plate may not exceed 40mm in thickness
4.17	Intake and exhaust port on cylinder head are to remain standard
4.18	No port matching
4.19	No air intake ducting will be permitted
4.20	Electric water pumps are not permitted
4.21	Flex plates are not permitted
4.22	Flywheels to remain standard
4.23	Balancing of engines parts is permitted.
4.24	Crankshafts to remain standard
4.25	Three angle valve seats are permitted
4.26	Valves must be standard
4.27	Valve springs are free
4.28	Valve guides must be standard
4.29	Sumps may be modified to prevent oil surge
4.30	Baffle Plates and trapdoors may be incorporated into the design
4.31	The oil pick-up may be redirected
4.32	Windage trays are permitted
JSRT 5.	Exhausts:
5.1	Branches are permitted
5.2	Effective silencers are compulsory
JSRT 6.	Fuel
6.1	Only pump fuel is permitted
6.2	Ethanol based pump fuel is not permitted
JSRT 7.	Steering and suspension:

7.1	Only commercially available steering racks and steering boxed are allowed, but to remain standard to the vehicle, without modifications
7.2	No quick ratio versions are permitted
7.3	Suspension can be altered on the left front wheel (top or bottom) but may not be adjustable
7.4	No adjustable shock absorbers are permitted
7.5	Only Gabriel, Armstrong or Monroe shock absorbers are allowed if the original Shock absorbers are replaced
7.6	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)
7.7	LDV's and rear wheel drive vehicles can make modifications on the rear springs
7.8	Coil springs are restricted to springs originating from any road going Saloon.
7.8.1	Springs may be cut to lower vehicle
7.9	Competition Springs and Lowering kits are NOT permitted
7.10	On drivers side a 125mm block must pass under the sill excluding the lip edge, from end to end with the Competitor in the vehicle
JSRT 8.	<u>Transmission:</u>
8.1	Only standard gearboxes as fitted in factory are allowed
8.2	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
8.3	On rear-wheel-drive vehicles, the gearbox can be interchange (Ford to Ford if it is a direct fit without the need of an adaptor plate which is not permitted)
8.4	Limited slip differentials are not permitted
8.5	The differential may be locked
JSRT 9.	<u>Wheels and Tyres</u>
9.1	Restricted to the following types of tyres <ul style="list-style-type: none"> - Dunlop FM800A 195/15 82V - Continental Premium Contact 5 195/15 82V - Hankook Ventus V12 Evo 2 195/15 82V - Apollo Alnac 205/R13 87H - 185 x 60R 14" H or T rated tyres only
9.2	Tyre profiles are free
9.3	Competitors are reminded that stock levels are subject to Manufacturer backlogs and Consumer demands and need to bear this in mind when choosing the tyre they wish to utilize.
JSRT 10.	<u>Wings:</u>
10.1	Wings are not permitted;

