

PROD B

No modifications to engines permitted except as listed.
If not stated that it can be done then it cannot be done.

Any reference to engines in rules 1 to 59 refers to engines with one camshaft.
Rule 59 refers to engines with multi valve, multi camshaft and multipoint fuel injection.

1. The permitted drive configuration is vehicles fitted with engines of up to 1300cc front wheel drive OHV or single OHC or rear wheel drive fitted with engines of up to 1300cc of OHV or single OHC configuration.
2. Later body shells can be fitted with earlier engines provided they are the same manufacturer. The later body shell used must have been originally fitted with an engine of the same or smaller cubic capacity as the earlier engine being fitted.
3. Single point fuel injection is permitted. The fuel injection system used must be the standard original equipment fitted by the original engine/vehicle manufacturer
4. Single engine only is permitted.
5. Max 3 valves per cylinder on single OHC engine is permitted.
6. Inlet and exhaust valves must remain standard size for the engine used.
7. Single cam only is permitted.
8. Cars must be of a model originally fitted with 1 only single or twin choke carburettor.
9. All cars must retain original carburettor model, or original manufacturers single point injection. As per the engine used.
10. Twin choke carburettors must retain their progressive action.
11. Carburettor butterfly must not be modified or removed.
12. S.U. Needles must remain round.
13. Air filters free.
14. Maximum 1 spark plug per cylinder.
15. Ram pipes or air scoops are not permitted.
16. Forced induction is not permitted.
17. ECU's must remain standard with standard manufacturer's factory settings. The ECU that is used must be the unit that was fitted by the vehicle manufacturer for the engine that is fitted to the racecar. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox. No Dynojet Power Commander type plug in fuel and ignition adjusting modules are permitted. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal. If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal.

18. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.
19. The maximum permitted overbore is 0.060" or metric equivalent.
20. Aftermarket replacement camshafts are permitted, but must be within the original manufacturer's standard tolerances. It is the responsibility of the driver to ensure that any camshaft fitted to their racecar complies with this rule. Any push rod engine may use a competition camshaft and vernier wheels.
21. Manufacturers' dowel or woodruff keys must be fitted as standard.
22. Engine balancing is permitted.
23. Lightened flywheels are permitted.
24. The machining of pistons is not permitted except for balancing purposes machining can only be carried out on the inside surface of pistons.
25. One piston and one con rod must remain as standard (No machining).
26. Pistons must not protrude above block face. Some manufacturers have pistons that protrude, as standard, so particular vehicles will be checked on their merit, according to manufacturer's tolerances, for that specific vehicle.
27. Competition pistons are not permitted.
28. ARP nuts and bolts are permitted.
29. Casting and/or forging marks to remain.
30. Centre main straps are not permitted.
31. When closed the valve head must protrude into the combustion chamber and not be recessed.
32. Matching or machining of carb to inlet, or inlet to block is not permitted.
33. Inlet manifold must remain as standard to engine.
34. Exhaust manifold are free
35. Machining to match ports is not permitted.
36. Head numbers 12G 202 Minis, A+ Metro number CAM 4810.
37. Heads may be skimmed, no modification to oilways.
38. Lead free inserts & 3 angled valve seats may be used.
39. Oil pump pick-ups may be re-located.
40. Sumps may be baffled.
41. "S" type distributors on BL A series engines are not permitted.
42. Distributors must remain as standard, and if fitted, the vacuum advance mechanism must be capable of working.
43. Electronic ignition is permitted if fitted as standard.
44. The fitting of after market electronic ignition is also permitted to cars that do not have electronic ignition as standard. After market ignition systems should have the same ignition advance curve as a standard ignition system. Programmable or re-mapped systems are not permitted.
45. All gearboxes must retain all gears.
46. Gearboxes and axles must be standard to the model of car used.
47. Starlet 4 or 5 speed gearbox may be used, Corolla Coupe gearbox is permitted. Long box is permitted.
48. Differential final drive ratio may be altered within the manufacturers' model range.

49. Competition or limited slip differentials are not permitted.
50. Differential may be locked completely by welding.
51. Out put drives & drive shafts must be within the manufacturers' model range.
52. Shock absorbers may be up rated
53. Coil over shock absorbers are not permitted, unless fitted as standard.
54. Relocation of shock absorbers mountings is permitted.
55. Steering quick racks are not permitted.
56. Airfoils and spoilers are not permitted.
57. Electronic or any other form of traction control is not permitted.
58. No mixing or matching of engine or gearbox parts.

59. Cars with multi valve, multi camshaft and multipoint fuel injection are permitted.
 With the following stipulations: -
 - a. The engine capacity must not exceed 1300cc.
 - b. Engines fitted with coil pack type ignition systems are not permitted, the ignition system must use a distributor as fitted by the vehicle manufacturer.
 - c. The engine must be of the type as fitted by the vehicle manufacturer, no older engines in newer body shells.
 - d. The engine power output must not exceed 90 bhp as stated by the vehicle manufacturer.
 - e. Modifications to the engine, fuel injection system, ignition system or ECU are not permitted.
 - f. The ECU used must be the standard original ECU fitted by the original vehicle manufacturer.
 - g. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal.
 - h. Electric fuel pumps may be replaced with external pumps but tanks must have return line fitted and working as per standard operation of fuel system on the car being used.
 - i. Catalytic converters may be removed.
 - j. Multi valve, multipoint fuel injection engines are only to be fitted to cars they were originally produced in by the original manufacturer. Fitting new engines to older cars is not permitted.
 - k. All non-engine permitted modifications are as per group rules.
 - l. Gearboxes must be as originally fitted to the car with no modifications. Nissan Micra 16 valve must use 5 speed gearbox.
 - m. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.
 - n. Nissan Micra cars fitted with K11 engines, when tested not under load, will not exceed 6850 RPM.