

Junior's 10 to 17 years of age. Build Rules and Supplements as per Litre Rod

JUNIOR - Compulsory Supplements. Drivers door net (non-metallic). Dash Bar, double door bars offside (driver's side). Single door bar near-side (passenger side). No locked differential. Minimum 14 inch steering wheel, padded steering column. Drivers should wear a neck brace. A support bar must be fitted horizontally behind driver's seat (middle of back of seat). Any problems with Parent/Guardian, driver or their entourage, driver will be penalised. Max Tyre size 6J. All other rules to litre rod Specification.

Litre Rod - 2012

Any four wheel car, Upto 1000 cc is allowed. Vauxhall Corsa, Nova, Peugeot 106, 205, Citroen Saxo, AX, Mini, Fiat Panda, Uno, Renault 5, Nissan Micra, VW Polo, Toyota Yaris, Daihatsu, Smart Car, Kia Picanto, Ford Fiesta, Talbot Sunbeam can all be used. Cars must be of a model originally fitted with one only single choke carburettor or single point injection. No S types, GT, Rallies, Sport's or Special Editions, No pickups vans or kit cars etc. No modifications to engines permitted except as listed. If not stated that it can be done, then it cannot be done.

- a) 60 thou (0.060 ") maximum overbore permitted and any other renewal or replacement of worn components.
- b) No re-profiled or re-manufactured Cam shafts. Manufacturers original or manufacturers replacement Cam only, and must be within the manufacturers tolerances. Vehicle Cam shafts will be checked against manufacturers technical data.
- c) Manufacturers dowel or wood ruff keys must be fitted as standard.
- d) Engine balancing is permitted, no machining of Pistons except for balancing purposes and this can only be carried out on the inside surface of piston, and they must not protrude above block face, but some manufacturers have Pistons that protrude as standard, so particular vehicles will be checked on their merit, according to manufacturers tolerances for that specific vehicle. One piston and One con rod must remain as standard. Competition Pistons are not permitted.
- e) No centre main crank shaft straps.
When closed the valve head must protrude into the combustion chamber and not be recessed.
- f) Valve springs must remain standard to the engine used.
No matching or machining of Carb to inlet or manifold to block. Inlet and exhaust manifold must remain as standard.
- g) Cylinder heads may be skimmed, but no modification to oil ways. Lead free inserts and three angled valve seats may be used.
- h) Oil pump pickups may be relocated, sumps may be baffled.
- i) No "S" type distributors on B L. A series and A + engines. Distributor must remain as standard to the engine used, and fitted with a working vacuum.
- j) Electronic ignition not permitted unless fitted as standard.
- k) A + 1000 cc camshafts, heads and springs may be interchanged with A series 1000 cc or vice versa.
- l) Single mechanical or electric fan can be used (one fan only in total).
Fitting of Dynamo/Alternator OPTIONAL.
- m) No duplex timing chains.
- n) Air filters free. No Ram pipes, air scoops, Turbo or any other forced induction.
- o) Carburettor butterfly must not be modified or removed.
- p) All cars must retain original carburetion.
- q) Casting and or forging marks must remain.

Transmission

Gearboxes and axles must be as originally fitted to the car with no modifications, except differential final drive ratio may be altered within the manufacturers range.

- a. No competition or limited slip diffs permitted.

- b. Differential may be locked completely by welding.
- c. Output drives and drive shafts must be within the manufacturers range.
- d. Ratio`s of clusters may not be changed.

The Decision of the Scrutineer is Final