

MICRO STOCKS – 2012

OBJECTIVE of the formula is to protect your car to the end of each race, and at least one season. Should you come behind a slower car you may tap them slightly, forcing them to move from your path. This does not give you the right to keep their position and they can come back and return the move. You are NOT to nudge and spin them out of the race, but to tap and ascertain their position.

The Bumper and Rail's should be constructed in accordance with illustration on page 21 to ensure more even contact between cars.

All General and Safety rules apply.

Any 1400cc saloon or hatchback car can be used. 8 Valves, 12 Valves & Multi-Valves Permitted.

Injection can also be used but MUST have a cut off switch fitted inside the vehicle.

No twin carburettor. Car MUST be fully painted (Ideally between strip and prep, to welding the ironwork)

Vehicle to be built as per Street Banger regulations.

All running gear to remain completely standard to the car.

NO lowering allowed

NO camber / caster allowed

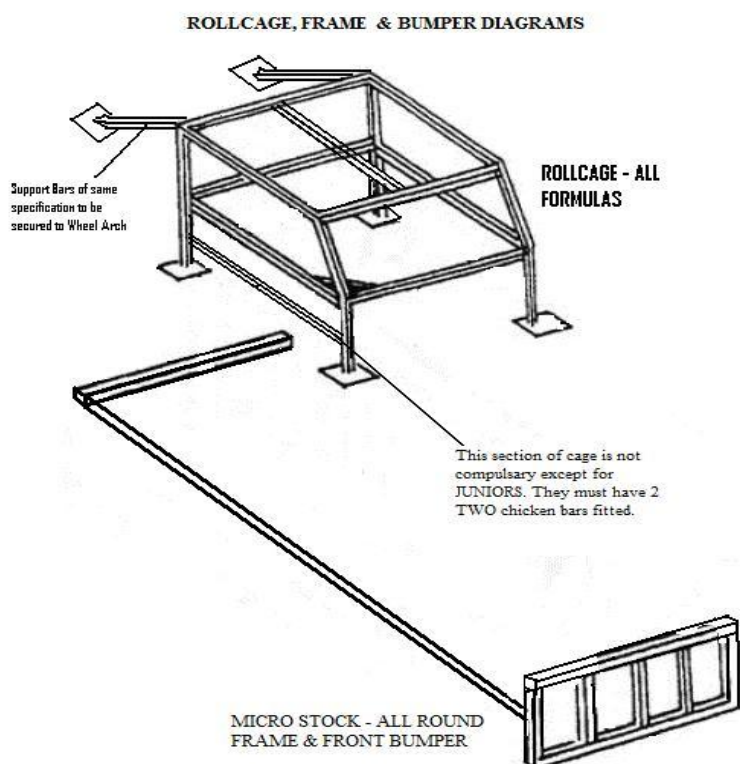
NO locked / limited slip differentials allowed

NO racing tyres allowed

Protection - bumpers and side rails Minimum of a H frame or loop MUST be fitted.

- This must support both the A & B pillars of the car.
- Any part of the cage coming in to contact with the driver must be padded.
- All steel used must be of 3mm thick (10 gauge) and must remain hollow.
- Min 40mm x 40mm Max 40mm x 80mm

- a) The front bumper must consist of two horizontal bars, with a maximum of 5 vertical uprights.
- b) The height of the front bumper, measured between the top of the top bar and the bottom of the bottom bar must be a minimum of 9" and a maximum of 14"
- c) Side and Rear bars MUST measure 25 inches from floor level to bottom of ironwork.



- d) There should be no more than two pieces of iron joining each corner.
- e) The Rear bar welded to the side rails should be connected by weld to the back edge and centre of the outside uprights of the Front bumper.

MICRO STOCK'S RULES on track 2012

The object of this formula is to get to the front. Hot rodding with minor contact, driving to the conditions you are facing.

You can:

1. Push & Shove going in to bends, in order to obtain the position of the car in front.
2. Door handle up straights, this rule is basically allowing you to go up the inside of a car without worrying about making contact, but you must allow enough room for the car on the outside to carry on racing without being impeded. This rule does not give you the right to zoom up the inside of a car into a bend and use that such driver as a bump stop. Remember that if a car hit's the barrier. If it has been decided you are the reason for that car to hit the barrier, you may be disqualified from the race

You are not allowed to:

1. Spin cars either to the inside or outside of the track.
2. Use the full length of the straight then use the car in front as a bump stop in order to take their position / at any time.
3. Cause any incident resulting with cars hitting the barrier or taking out other cars due to your actions.

Punishments for any infringements to any of the above: You will be black flagged/ Disqualified IF YOU:-

- Are seen to be giving out excessively hard contact.
- Spin a car. (Accidentally or on purpose)
- Cause a car to wipe itself out by hitting the barrier or spinning.

We expect that if you seem to be spinning a car, you must back off to allow the car to regain its control and position when at all possible.

You are not to assume that he's going already and go through him.

Clerk of the course will evaluate whether the situation could have been avoided or not.

The decision of the Clerk of the course is final.

Ultimately you may be disqualified and loaded up for the day.

The cars are designed to last and should last many seasons if given the chance, we cannot allow drivers to be taking the word Stock's out of contexts, it means light contact.