

Crimond Saloons Regulations 2019.



When referring to the engine, gearbox, final drive, mechanical or construction Rules & Regulations, the principle will always be: Unless permission is specifically granted to make Modifications (or any variation) nothing may be done to alter or change the Standard Parts in any way.

It is the responsibility of the Driver to prove to the Scrutineer's that the part is legal, by way of written proof of where the part originated. This must be undertaken within 14 days, otherwise the item in question will be deemed illegal, resulting in immediate suspension from racing & Referral for disciplinary action.

Any changes and or upgrades for 2019 are in red.

At the 2018 AGM the Crimond Saloonstox drivers voted to adopt the SSCA National rules for the 2019 season onwards. It was also decided that drivers of White & Yellow grade may continue to build/run their cars to the Crimond rules listed below but must upgrade their cars to the SSCA spec when up-graded to a Blue or Red grade driver. The SSCA 2019 rules can be viewed or downloaded at the official SSCA web site saloonstockcars.com

Car: Any mass produced saloon, hatchback or estate car can be used that has been in production for 3 years or more. All cars must be rear wheel drive or converted to rear wheel drive.

- 1) **Bodywork** All bodies must retain their original shape when viewed from the side with the exception of bumpers and A+B post which can be replaced with steelwork. The Bonnet, roof and tailgate should be retained with no spoilers or bonnet bulges allowed. All other bodywork, flooring, tunnels and firewalls should be manufactured from sheet steel. No glass or plastic allowed except rear wheel mudguards and Perspex screen. The front firewall should be in its original position and in front of the windscreen aperture. It should extend from the window aperture to the floor. The floor should extend from the firewall to at least 300mm behind the driver. Maximum car width 1800mm.
- 2) **Weight** The minimum race weight taken when the car is leaving the track is 1170Kg not Including the driver.
- 3) **Engines** Only the 2 litre Ford pinto or 2 litre ZETEC engine should be used unless otherwise permitted by the Committee.

Engine location:- The engine must be located in the centerline of the car, (+ or – 25mm).
On any new build car the engine must be located in the standard location:- 2140mm from diff flange to rear of cylinder head. On older existing cars, engine can be no further back than rear of cylinder head in line with most forward point of windscreen aperture.

4a) 2 litre Pinto specification

Pinto engine modifications The ford 2 litre pinto can have the following modifications however all original manufacturer markings should be retained throughout the engine.

Cylinder head Standard and injection 2 liter heads can be used. Valve seats can be re-cut to 30/45/60 degree angles +_5 degrees. Thin wall valve guides, oversize valve stems and “unleaded” inserts are allowed but must retain original valve position, valve throats must be less than 38.5 mm / 32 mm below the 60 degree valve seat angle. Valve spring seats can be cut or shimmed to give the correct spring height. The head can be skimmed. Valves must be 36 mm inlet and 42mm exhaust, with a single 45 degree back face to a minimum width of 3mm. No competition valves allowed only standard replacement types. Followers must be of ferrous material and of standard slipper type. Camshafts / pulleys and valve springs can be of any type.

Block The block can be overbored up to + 60 thou/ 1.5 mm and be skimmed down to the piston face at TDC. Pistons should be of standard replacement type. Oil pumps and sumps can be modified but no “dry” sumps / crank scraper plates or low profile f2 types allowed. Balancing by spot drilling/grinding only to achieve balance, **not to** lighten.

Flywheel / clutch Must be of standard type and can be lightened by removing the back mass up to the ring gear, no skeleton/spider flywheels.

Carburetor Only the standard weber 32/36 carburetor can be used with 26-27mm venturi. The body +butterfly's + venturi + spindles + spindle screws + associated components of the carburetor must remain as originally manufactured, Jets can be changed or blocked. The float must work as originally designed and control the fuel. Chokes can be modified to open together. The power valve can be removed / blocked. The fuel feed pipe must have a secondary means of fixing to carb incase inlet pipe blows out of Carb, (IE Lock wire or Tie wraps).

Exhaust:- The sierra 2 port manifold should be used. Downpipes can be manufactured from a maximum 50mm id pipe to the collector which should be close to the bell housing. The main exhaust should have a single pipe with maximum ID of 50mm for the majority of its length . Cars should be sufficiently silenced to comply with track noise restrictions.

4B:- The Ford Zetec engine is permitted to be used. The SSCA rules for this engine have been adopted fully for Crimond Saloonstox and are listed below:-

Crimond SALOON STOCK CAR ZETEC ENGINE SPECIFICATIONS

The overriding principle of these regulations is that unless it is stated that you can do it, you must work on the principle that you CANNOT. The whole emphasis of these rules is that this is an engine which MUST remain in its standard form.

Those that choose to use this engine, must be aware that the engine will come in for stringent checks on a regular basis, for example camshaft profiles and spring tension will be checked.

Any proposed change currently not permitted by the Saloon Stock Car Association (herein referred to as the SSCA) must be given in writing.

If parts are suspected of being illegal you must leave them with the promotion if you do not agree. If you refuse it will automatically make the parts illegal. It is the responsibility of the driver to prove to the SSCA that the part is legal by the way of written proof of where the part originated. This must be done within seven days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

1. PERMITTED ENGINE

- The only engine permitted for use is - UK specification Ford Zetec 1988cc 16v petrol (commonly known as a "black top" due to black plastic cam cover) - often referred to as the phase/series 3 engine. - in its 136PS form with nominal bore 84.80mm and stroke 88.00mm - or a new standard uncoded Ford replacement complete engine as per above. - THE ENGINE MUST IN BOTH CASES REMAIN IN ITS STANDARD FORM.
- The engine block must have one of the following codes stamped on it (engine ID number is located on the exhaust side of the block i.e. right hand side when viewed from the front): - **NGA, NGB, NGC, NGD (from Ford Mondeo Mk2 16v 1996-2000)** - **EDDB, EDDC, EDDD, EDDF (from Ford Focus Mk1 16v 1998-2004)** - **EBBC, EBBD, EDDB, EDBB (from Ford Cougar 1998-2001)**
- Production tolerances are permitted providing the total swept volume (do we need to explain what this means) does not exceed 1989cc.
- All motor codes, numbers and build specs etc. must be visible and untouched.

2. ENGINE - GENERAL

- The engine must be mounted in exactly the same position as noted in current technical specifications for the 2-litre pinto engine.
- The addition of any material such as (but not exclusively), metal, plastic, or composite, by any means such as (but not exclusively) welding, bonding, encapsulation or encasement to any component is prohibited.
- However, specific repair of the mounting points of the cylinder block to the transmission or chassis is allowed, whilst other casting repairs may be allowed with prior written approval of the SSCA. The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers which are not connected with, or which do not support, any moving parts of the engine or its compulsorily retained accessories is permitted. Freedom granted to any fastener does not allow for freedom to move items relative to each other.
- The use of thread locking compounds is permitted.
- Gaskets are free except for the cylinder head which must be of standard Ford manufacture for the engine type - please refer to *Rule 6 Cylinder Head* for precise details.
- Any process of cleaning may be used on any component providing the surface finish, which must remain standard, is not affected. The expression 'Standard', 'Standard production', or similar expression is deemed to imply that the part has been manufactured by Ford, or a Ford Motor Company Ltd authorised sub-contractor, for specific use on a specific model of the engine.
- Only machining and component preparation carried out by Ford Motor Company Ltd, or by a Ford Motor Company Ltd authorised sub-contractor is allowed unless otherwise specified.
- Any production deburring or imperfection removal during initial manufacture may not be modified or extended. The SSCA's decision will be final if a dispute arises regarding the amount of tool, or other marks that are evident in any particular component.
- The exterior surfaces only (of the complete engine assembly) of ferrous parts may be protected by paint or similar means. No internal component or surface may be coated by any protective finish. No aluminium components may be protected. This paragraph confirms previous and future statements that no rework may be carried out on any component unless specifically authorised by the SSCA. The engine and associated parts must remain exactly as produced by the Ford Motor Company unless expressly detailed in these regulations. However any statement defining minimum weight or dimensions does not grant permission for rework to obtain these minimum values, unless carried out in accordance with these regulations. Only Ford standard parts (Parts manufactured by Ford or a Ford Motor Company authorised sub-contractor) specifically for the engine noted in *Rule 1 Permitted Engines* can be used.
- No treatment that alters in any way the surface finish, hardness, or other property of the original production component is allowed. The only exception to this is any deposit derived from the lubrication and combustion processes naturally occurring during the running of the engine.
- The SSCA reserve the right to prohibit the use of specific components introduced as production changes, if in their opinion, they are deemed to have a performance advantage.
- It is not permitted to interchange parts from engines NOT noted in *Rule 1 Permitted Engines*.
- The SSCA reserve the right to buy any Zetec engine from a driver (less inlet manifold, flywheel, sump and ECU) that has been used at an SSCA meeting. This must be bought on the day that the engine was used, and within 30 minutes of the completion of the race meeting. The amount payable will be fixed at £950. Furthermore, a fully registered driver may purchase an engine for this amount from another driver, as long as they were racing at the same meeting together and adopting the above procedure. However, the SSCA reserve the right to monitor this procedure to ensure that it is not misused.
- With the exception of Championship post-race scrutineering, the SSCA reserve the right to strip and inspect ANY Zetec engine they see fit. For 2015 a fee of £100 will be payable to the driver who has their engine stripped and it is found to comply fully with the current technical specifications.

3. CYLINDER BLOCK

- Damaged cylinder bores are not permitted to be repaired with cylinder liners.

- No machining of the cylinder block is permitted, this includes no decking etc. However honing/glaze busting of the cylinder bores is permitted.
- The standard crankcase breather tank may be modified, including removal, as long as no air and/or oil escape from this area other than through pipework to a catch tank.
- Pistons must not protrude above the block at top dead centre.
- Standard oil dipstick tube and dipstick must be fitted.
- It is not permitted to remove or modify the four standard oil spray jets.

4. SUMP

- The use of a 1.8 litre Ford Sierra CVH sump is permitted. Whilst this may be modified to fit, the overall size/shape of the sump must not be altered in anyway.
- The only other sump permitted is a steel sump, made available through the SSCA
- A single bearing cap bolt may be replaced or modified to allow support and relocation for an oil pick up pipe.
- Alternatively a stud can be welded to a main bearing cap bolt to support the oil pick up pipe.

5. OIL PUMP

- It is not permitted to modify the standard Ford oil pump/front cover in any way, to include but not exclusively, plunger, pressure valve, spring.

6. CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

- It is not permitted to replace valve guides and valve seat inserts.
- No work that removes, adds, replaces, or transfers material is allowed on the cylinder head with the following exceptions:

(a) Simple cleaning which does not alter in any way the shape of the component. (b) Minimal material removal from the head face to correct combustion chamber volume and/or reclaim head flatness. The cylinder head must achieve a minimum thickness of **132.6mm**. To be measured with a 125.00mm – 150.00mm micrometre or digital Vernier calliper. This measurement must be achieved at any point on the cylinder head. The measurement is to be taken from the extreme top and bottom face of the cylinder head, as shown in the photo and excludes gasket).

- No internal rework of any combustion chamber is permitted.
- The cam cover assembly cannot be modified or replaced, with the exception of blanking off the original cam cover breather outlet and moving it to the opposite side.
- The oil filler cap must be retained by spring/lock wire or similar.
- All valve train components must not be modified or replaced with competition parts. The only permitted modification is to alter the thickness of the tappet shim / follower on top of the cam bucket to achieve the correct valve clearance. Shims of differing thickness under the valve springs are not permitted.
- Valves must remain standard Ford supplied items, no re profiling or polishing is permitted. The original 45 degree (90 degree included) seat angle must be maintained.
- Standard valve stem seals must be retained.
- Only a genuine Ford (multi-layer steel) head gasket as specifically fitted to the engine noted in *Rule 1 Permitted Engines* is permitted for use. This is shown by the following Ford Part numbers 1071744/ 978M6051CF (as shown below).
- This gasket is a three layer steel gasket with a total thickness of 1.25mm (0.35mm top layer 0.55mm middle layer and 0.35mm bottom layer). The gasket thickness can be measured on any assembled Zetec engine (as shown right) no other thickness pattern or aftermarket gaskets are permitted.

7• Camshafts. The only camshafts permitted are those fitted as standard production to a Ford Zetec 1988cc “black top” as per picture on following page. Ford 1.8 litre “black top” camshafts are not permitted.

- Each cam is identified with two small casting rings as shown with the red circles.
- The exhaust cam (top of picture) and inlet cam (bottom of picture) have the rings in different places. The exhaust ID ring is located centrally in the cam between cylinders two and three, with two rings right next to each other. The inlet cam has the rings apart from each other - at the end inlet valve four and inlet valve six.
- The camshafts must remain entirely unmodified. It must be fully manufactured and ground by the Ford Motor Company. It is prohibited to grind from blanks, regrind or re-profile. Only the production surface finish is permitted. Shot peening, shot blasting, surface treatments or polishing are prohibited. Exhaust and inlet camshafts must not be interchanged.
- Cams with damaged timing faces are not allowed.
- The SSCA will be using a profile checker to ensure cams are standard.
- The only permitted camshaft drive pulleys are the standard Ford items as pictured below.

- The spring loaded cam belt tensioner may be locked or replaced with a fixed item.
- The timing of the cams must remain in the standard Ford position with a tolerance of 10 thou (0.254mm) advance or retard measured on the pistons position from top dead center (TDC)
- The two cams must not be altered independently of each other, a standard Ford locking bar or flat steel bar **MUST** pass between the slots in the back of the cams when in TDC position. Failure to comply with this will result in immediate disciplinary action. An engine at TDC is shown below.

8. CONNECTING RODS

- Connecting rods must be standard.
- They must not be altered in anyway, for example (but not exclusively), machining, grinding or polishing
- It is not permitted to remove metal from the connecting rod or cap.
- Connecting rod bolts must remain standard Ford production items. No aftermarket bolts permitted.
- The con rod must not be modified to fit bolts.

9. PISTONS

- Pistons must be unmodified standard production pistons.
- All three piston rings must be fitted as intended; piston rings must be standard production items or replacement items to Ford Motor Co. dimensions.
- Aftermarket steel piston ring sets are strictly prohibited.

10. CRANKSHAFT

- A standard crankshaft must be used.
- No balancing is permitted.
- Polishing other than the nine bearing surfaces is prohibited.
- Crankshaft journals must remain within Ford positional tolerances if a repair re-grind is carried out.
- Crankshaft pulley and damper must be retained and unmodified.
- Additional drives to water pump may use this pulley, or extra pulleys mounted in front of the crankshaft damper.
- It is not permitted to alter the number of bearings or fit bearings of less than standard production width.
- The crank journals may be re-ground for reclaim.
- Standard oversize and undersize bearings are permitted.

11. ENGINE COVERS

- ***The cam belt covers maybe modified and/or removed. However if retained, the only modification is to allow placement of engine retaining wire rope.***

12. FLYWHEEL & CLUTCH

- The only permitted flywheel is that provided by the SSCA for this engine with a registered serial number.
- The flywheel, ring gear and mounting bolts must weigh a minimum of 6.2kg.
- No modifications to the flywheel are permitted.
- Flywheel bolts are free subject to them remaining in ferrous material.
- Clutch to be standard, unmodified, Ford Pinto based 8.5" item only.
- The only permitted flywheel ring gear is that for a standard Ford Pinto engine.
- Standard Ford Pinto based starter motor must be fitted or a hi-torque competition replacement.

13. OIL COOLERS

- No oil cooler is permitted.

14. COOLING SYSTEM

- A water based liquid cooling system is mandatory.
- A water coolant additive is permitted.
- The standard production water pump and housing as fitted specifically to the engine noted in *Rule 1 Permitted Engines* must be retained, although drive to the pump, its rotational speed and direction may be changed as noted below.
- Reverse water pump impellers are permitted but must retain six blades as per the original Ford water pump fitted to this engine. The reverse impeller must be fitted to the standard water pump.
- Two additional pulleys (one in front of the crankshaft damper and one on the water pump) may be fitted to reverse the direction to the same as the crankshaft, when using a reverse impeller.
- A single additional idler pulley may be used to reverse the direction of the unmodified water pump to the opposite direction to the crankshaft. This must be fitted using a bracket bolted to existing engine bolt holes only.
- The radiator and associated pipes are free.

- Fans are permitted for use but must be securely fitted to the water pump only - not on additional pulleys or brackets.
- Electric fans are permitted.
- No other pump may be used to circulate or assist circulation of the coolant liquid.
- Thermostat housing is free.

15. ENGINE IGNITION CONTROL UNIT (ECU) AND ELECTRICAL

- The only means of ignition will be by use of a Ford crankshaft speed sensor fitted to the standard manual sensor housing, and a genuine Ford or direct replacement aftermarket ignition coil for this engine as noted in *Rule 1 Permitted Engines* (this part must cross reference exactly to the original Ford item). No other sensors are permitted.
- The crankshaft speed sensor must have an air gap between 0.1mm to a maximum 0.8mm to the flywheel. This must be able to be inspected through a 25mm hole in the bell housing, located above the sensor and checked with feeler gauges.
- It is a mandatory requirement to use only the engine ignition control unit (ECU) and wiring loom supplied by the SSCA. The ECU will be assigned to a driver and electronically sealed. The ECU must not be altered by any party other than at the request of the SSCA, via the ECU manufacturer.
- The SSCA reserve the right to swap a driver's ECU for that being used by another driver or replacement item from stock. **FAILURE TO COMPLY WILL INCUR AN IMMEDIATE 12 MONTH BAN.**
- The engine ignition control unit (ECU) and/or any other ignition components may be exchanged, or electronically interrogated at any time upon the request of the SSCA. **SHOULD THE ECU BE TAMPERED WITH IN ANY WAY THIS WILL INCUR AN IMMEDIATE 12 MONTH BAN.**
- It is prohibited to use any other method or component to trigger, distribute or time the ignition.
- The coil unit may be repositioned; the HT leads to the sparking plugs are free, for example the longer leads as fitted to a Ford V6 Cougar are permitted.
- Standard heat range sparking plugs only are permitted.
- The ECU diagnostic connector must be positioned in an accessible position, allowing access to it at all times by the SSCA and registered scrutineers only.

16. EXHAUST MANIFOLD

- The only exhaust manifold permitted is the cast manifold which is fitted as standard to the engine, and is stamped 968F9430. This must retain the Ford manufacturers stamp and all other markings. See photo.
- No tubular exhaust manifolds permitted.
- The standard single down pipe must also be retained to a minimum length of 500mm. It is permitted to cut, straighten or bend the original downpipe to avoid engine mountings etc.
 - The single down pipe must then connect as detailed in *Rule 21 Saloon Stock Car Specifications*.

17. INLET MANIFOLD

- The only inlet manifold permitted is that provided by the SSCA which is stamped accordingly.
- The inlet manifold must not be modified internally, to include (but not exclusively) shotblasting.
- The inlet manifold must not be modified externally in anyway.
- Standard manifold to head casting gasket or silicone based sealer may be used to seal face to cylinder head only. The gasket must be no greater than 5mm in thickness.

18. CARBURETTOR

- A fuel pressure regulator is permitted for use.
- For full carburettor rules refer to Rule 2 in the current SSCA Technical Specifications.

- 4) **Cooling system** Must be contained under the bonnet and vent below the car or into a catch tank. No electric water pumps allowed.

5) **Gearbox and rear axle**

Ratios and type are free but must be from a mass produced road car, van or pick-up. Bell housings are free but must cover the flywheel and not be lightened. Rear differential is free and can be welded, but limited slip differentials are NOT allowed.

6) **Wheels and tyres** No tyre softener is allowed. All wheels must be steel with a maximum rim width of 6". No wheel spacers allowed.

Tyres must be Yokohama AO-21 185X70X13 or drivers still having any Yokohama A-drive tyres, (13" or 14"), may use these also in any combination with the AO-21, but all wheels on the car during a race must be the same diameter. Wheels can have their center strengthened. No dome nuts and wheel nuts must be fully threaded onto the studs.

7) **Brakes** Must be effective on all 4 wheels, discs or drums allowed, no bias brake systems allowed.

8) **Suspension**

Front The car should use the original suspension set up from that vehicle or the sierra MacPherson strut or Cortina wishbone configuration. Tie bars can be manufactured and re-positioned. No rose joints allowed, additional standard dampers are allowed; one adjustable strut or damper (AVO coil over) on the N/S only is permitted. Spring rates are free. Camber is free. Caster is free. Adjustable spring platforms are allowed.

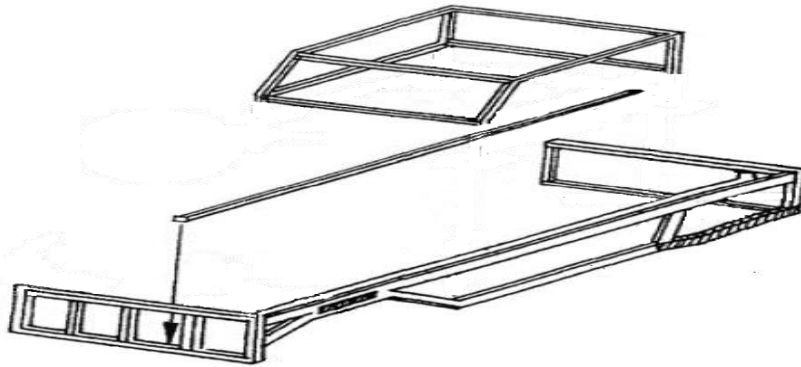
Rear The original suspension set-up for that vehicle should be used or the sierra set-up. The original tie bars and suspension arms should be utilized but can be re-enforced. Any number of **non**-adjustable standard shock absorbers are allowed, adjustable spring platforms are allowed, spring rates are free. Camber is free.

Wheelbase The car should retain its original wheel base within +- 25mm on the inside and up to + 75mm on the outside. The rear wheels should be located in their original position in the wheel arch. Any differences in wheelbase should be achieved at the front of the car. Anti roll bars if fitted must be original to the vehicle and non-adjustable. No 4x4 Anti roll bars permitted.

Ride- height the car should be capable of driving over a 100mm "OD" pipe or speed bump without ironwork striking it and should not "bottom out" during normal race conditions.

9) **Ironwork**

Main car



All the main ironwork must be no greater than 70 x 70 hollow section and no less than 40 x 40 x 3mm. At least 4 through bars must run from the bulkhead to the rear of the car in continuous lengths. A Full width roll cage with a minimum of 4 uprights welded to the through bars and extending at least 300mm behind the driver should be installed. The top of the roll cage should have an additional center bar and a 3mm steel plate fully welded above the driver. At least 2 horizontal bars should be fitted on both sides of the car within the passenger area with a 3mm plate installed on these bars on the driver's side. This plate should extend from the bulkhead to behind the driver. Additional bars should be added to give sufficient side protection to the driver in the window aperture and driver compartment. 50 x 50mm mesh should cover 1/3 of the screen in front of the driver and be supported by a 25 x 25 x 3 mm bar. To prevent wheel loss the rear wheels can have a heavy weight leaf spring installed at the top of the wheel and held in place with 16mm pins / bolts.

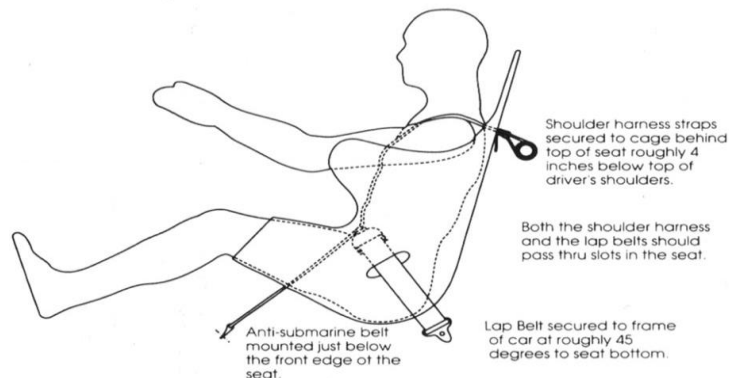
Bumpers All bumpers should be constructed from minimum 40 x 40 x 3mm box or tube and fitted in a vertical position. Bumperring should be no greater than the extreme outside width of the car unless otherwise stated. The front must not exceed the height of the bonnet and drop to less than 450mm from the road. Any extensions for "wall rubbing" must be no greater than 75mm wide and the same height as the existing bumper.

The Bottom of the rear bumper should be 350-650mm from the ground and be constructed from a maximum of two horizontal bars, see sketch for recommended dimensions.



All bars must be smooth and should not be able to tear, catch or puncture other cars during normal racing. A single length of box or tube can be fitted along the length of the car exterior to protect the bodywork, max size 30 x 30 x 3mm.

- 10) **Seats Belts and safety equipment** Personal safety equipment as per general rules. A minimum 5 point belt must be securely installed as per the drawing.



Recommended Seat Belt Installation

In addition seats **MUST** be firmly secured at shoulder height and provide a head restraint either on the seat or padding on the roll-cage. It is recommended a competition type seat is used. Neck braces are strongly recommended. Fire extinguishers should be kept in the support truck **NOT** in the car.

- 11) **Batteries and electrical** All batteries must be securely restrained and have a rot proof covering to prevent acid spill. A cut off switch connected to the main supply should be installed within the rear nearside window aperture and easily identified. The car must have a working starter installed.
- 12) **Numbers** As per general rule

13) **Fuel systems**



See general rules for fuel specification. A fuel tank with maximum capacity of 2 gallons and a metal screw cap type filler must be fitted rearward of the driver and have a firewall / barrier between it and the driver. The underside of the tank should be open to the track so leaking fuel can escape. Aluminum tanks should have secondary straps securing them to

limit the chance of cracking and leakage. All tanks must be suitably placed and protected from impact. **A non-spill breather pipe with a one way non-return valve is compulsory. The open end of vent pipe should be extended to pass through floor of car and NOT in car interior.** A fuel shut off valve should be within reach of the driver. When fitted electric fuel pumps should be disabled by the master cut off switch and also a switch within reach of the driver. Fuel lines should be metal or metal covered within the proximity of the driver. The fuel tank should be completely covered with the exception of its base.

- 14) **General rules of racing** Cars should not be deliberately fenced or side swiped into the tyres or spun to the outside, follow-ins not permitted, dead or stationary cars should be avoided, cars “hiding” in the safe areas will be excluded if they do not re-join after 2 laps.

Transponders An Identisports in-car transponder is compulsory in the Saloonstox.

These can be purchased from the track shop. These transponders must be mounted in the car in the passenger compartment above the top height of the doors “Not forward of the windscreen aperture and preferably not further back than the main loop of the roll-cage. The red led light on the transponder must point towards the control box when the car is competing on track and must be able to be seen from outside the car”.

Drivers safety gear is as per the general rules for ALL formulas, listed in the general rules.