2026 O.R.Ci SALOON STOCK CAR SPECIFICATIONS

INTRODUCTION

This document defines the rules and regulations that apply to Saloon Stock Car Association (SSCA), racing at ORCi licensed tracks. Whilst many of the rules will be the same as previous, these rules supersede all previous issues.

RED text is new for 2026**.**

VIOLATIONS

When referring to ANY OF THE SALOON STOCK CAR SPECIFICATIONS NOTED HERIN the principle will always be: **Unless permission is specifically granted to make modifications or any variation, NOTHING MAY BE DONE TO ALTER OR CHANGE IN ANY WAY THE STANDARD PARTS. Unless these rules state you CAN do it, you CANNOT do it, no matter how irrelevant you may think it is.**

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race.

All specifications, where applicable, will be taken from the UK Auto Data, this includes UK specifications only on all parts, part numbers, castings etc.

For Technical queries these MUST be from a registered driver and using your own registered email to:
info@SaloonStockCars.com or John Maxwell at bowstreetgarage@outlook.com

Other contacts or queries please contact any of the following:-

Rob Speak (Chairman) - Skegness Raceway
Andrew Carter – Autospeed
Davie/Stuart Borthwick – GMP
Deane Wood – Spedeworth/Incarace
Matt Black – Trackstar
Ian Thompson – Nutts Corner Raceway
Points– Mark Paulson

Licence/Grading/Race Number/World Ranking queries contact Amy on 07943 398071 or info@SaloonStockCars.com
Other information licence forms etc go to www.saloonstockcars.com and follow the links

Drivers are encouraged to submit queries in writing on any aspect of technical information for which they require clarification. (Any queries will require at least 2-3 days to receive an answer).

BOOKINGS

Aldershot/Ipswich/Mildenhall/Northampton/Yarmouth – Spedeworth 01252 322920
please note bookings for a weekend event will close by 5pm on the Thursday before and 5pm on the Wednesday before a Yarmouth.

Bristol/Buxton/Crimond/St Day/Taunton - Text the SSCA Booking Agent 07943 398071

Cowdenbeath/Knockhill - WhatsApp to 07842 445627

Kings Lynn - WhatsApp to (Keith Organ) 07791 704157 - bookings open two weeks before the meeting date.

Yorstox/Skegness - Text Kevin Wickham on 07494 766421

Nutts Corner Raceway – WhatsApp/Text 07885 826550

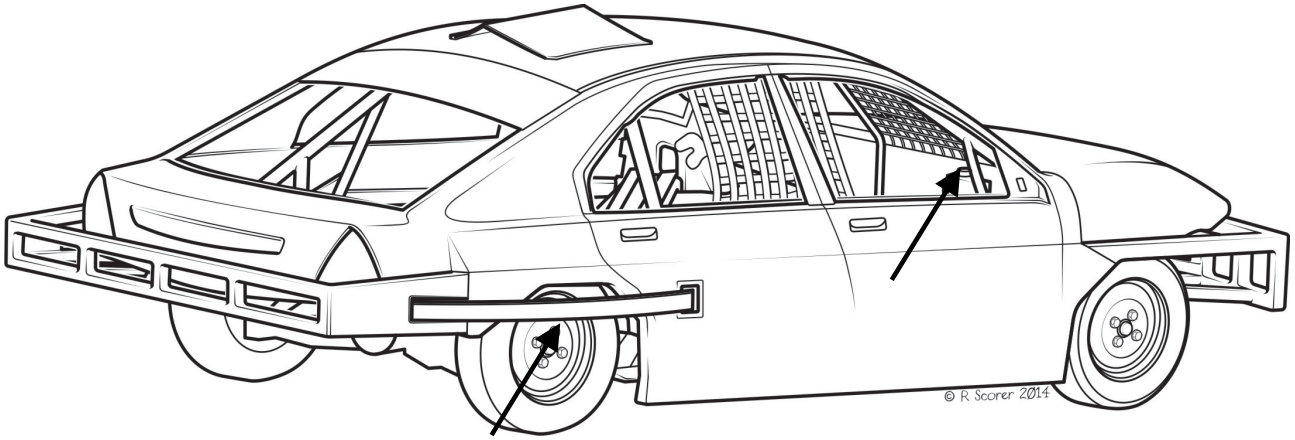
Please book in at least 7 days prior to the meeting, unless stated otherwise

Technical checks can be carried out at any time. If parts are suspected of being illegal you must leave them with the promotion. If you refuse, this will automatically deem 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.

Before filling in any licence forms you MUST read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding too the rules stated within this rule book.

1. CARS & BODY SHELLS

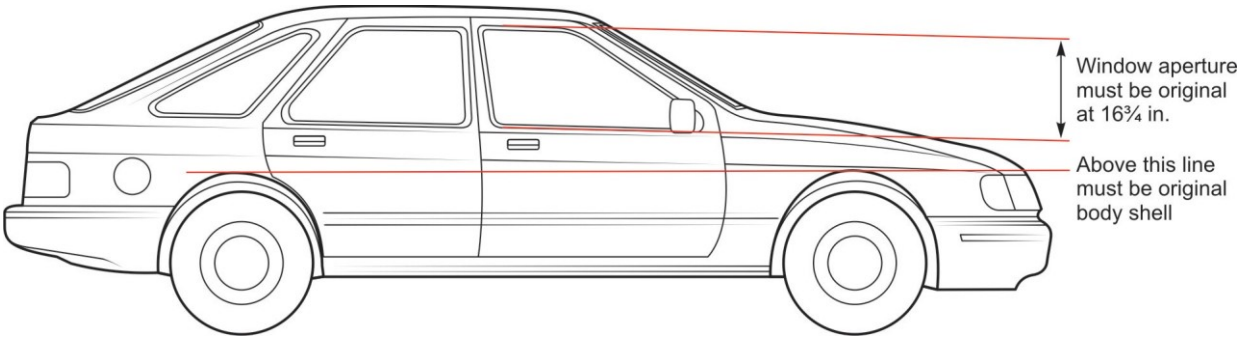
- Cars must be built to Ford Sierra running gear specification. All cars/components/running gear must be UK specification only, no sports, competition, RS or 4x4 components permitted unless otherwise stated in these technical specifications.
- All bodyshells must be constructed using one from the following (estate versions not permitted):
  - Ford Sierra/Sapphire, Ford Mondeo (Mk1-4, 4dr or 5dr)
  - Vauxhall Vectra (Mk1-2, 4dr or 5dr) - **Vectra C (Mk3) bodyshell is not permitted on new cars after 2014**.
  - Lexus IS200 (Mk1 4dr 1998-2005)
  - BMW E36/E46/E90 3 series (4dr no compacts)
  - Audi A4 (Mk1-2), VW Passat (Mk 1-2), Skoda Octavia (Mk 2)
  - ***Mercedes C220, Mercedes 190E***
- ***Other types of body shells may be considered for use – contact SSCA for approval.***
- **The bodyshell (i.e. roof, pillars, bonnet, boot, doors) to a minimum of 150mm from the bottom of the window apertures to waistline must be original – see diagram below.**
- **The roof and side panels of the bodyshell must remain attached together as per manufacture.**
- ***All body shells must remain as manufacture and standard and must retain the original silhouette and cannot be cut or lowered or stretched.***
- ***The SSCA will be monitoring/policing and taking measurements on car roof widths throughout 2026 season, across the roof plain from gutter edge to gutter edge, extra attention will be on all new builds and any refreshed cars for a review in 2027.***
- ***It is permissible to attach the roof and side panels as a one-piece welded detachable structure, this must be attached in a minimum of 10 different places to the iron work using (minimum) M8 bolts.***



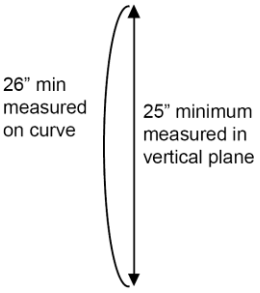
- **ALL PILLARS MUST REMAIN IN THEIR ORIGINAL POSITION** and must retain the original door mirror locating corner gusset. It is ONLY permitted to move the bodyshell B pillar (up to 100mm from original), if a support bar is fitted from the rollcage at the A pillar returning downwards to the driver's door top/chassis rail as noted by an arrow above.
- Bodyshells must not be tatty, and must be complete with no holes, unless standard to the panel.
- Strips of metal inserted to widen the body shell are not permitted. Strips of metal to hold the original shell together are permitted.
- The bodyshell to the lower side rail must be symmetrical on both sides, with the required door/sill/window heights to be achieved on both sides of the car. Sills folded under the car to achieve correct bodyshell heights are not permitted, and therefore the sill must be backed by steel tube or RHS at its lowest point.
- Race damage repairs and lower panel work may be formed from sheet steel if required.
- Doors must be welded closed.
- The only holes permitted in the bonnet are to accommodate the air filter and to secure the bonnet in place. The air filter aperture must be a straight cut out in the bonnet, with no lips, covers, vents, raised components or similar items. For shale racing a maximum of 150mm high protector maybe mounted a minimum of 250mm from the front face of the air filter aperture towards the front bumper.

- All cars must be a maximum width of 1778mm (70") over the entire length of the car; this does not include the mandatory wheel arch guard as shown arrowed on the previous page, and the front bumper extension - see bumper rules.
- The overall length of the car, including bumpers must be a minimum of 170" and a maximum of 172". However, this is taken as being 130" minimum to 132" maximum from the centre of the rear hub forwards. Rearwards from the centre of the rear hub, to the rear face of the back bumper must always be 40".

Sierra – Bodyshell measurements



- Mondeo – Bodyshell - Window aperture must be original at 17¾"
- Vectra Bodyshell - Window aperture must be original at 17"
- Door height from lower window aperture to bottom of sill must be a minimum of 26" on ANY bodyshell.
- This will be measured by taking a tape measure flat on the curved surface and this must be a minimum of 25" measured in a vertical plane as per diagram (right). Note one of the above measurements must achieve a minimum 26" regardless of how curved or straight the door is.
- ***Measurements from the top of the doors (i.e. lower window aperture) in 3 different places down the same side of the car to the bottom of the doors, the curved surface of the door is maximum of 50mm.***



2. STEELWORK

Abbreviations used:- SHS (square hollow section), RHS (rectangular hollow section), CHS (circular hollow section). All these or equivalent must remain hollow throughout the car.

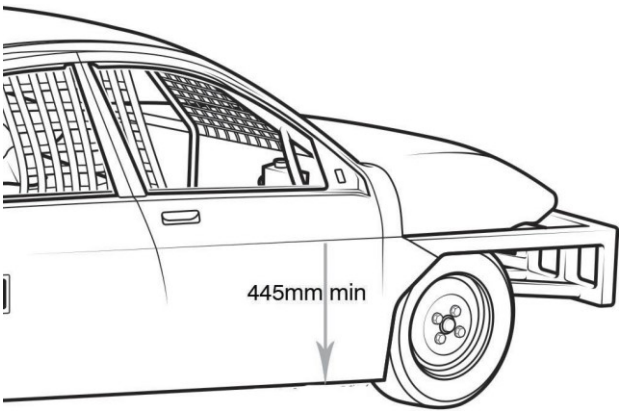
Welding

Must be of a high standard – all sides of box section and tubing/bars must be fully welded although there will be places where this is not possible, but every effort must be made to do this.
Particular attention must be made to the roll cage, as this is a safety issue. Scrutineers will carry out safety checks in this area.

Chassis

- The chassis must be constructed from steel RHS/SHS a minimum of 40mm x 40mm x 3mm thick, and a maximum of 60mm x 60mm x 6mm thick.
- No ballast is permitted, to include (but not exclusively) layers of steel plate, solid bar, etc.
- The maximum thickness steel plate permitted in the car is 4mm, with the following exceptions.
    - To protect the driver in the event of a front U/J failure, a hoop of 25mm x 6mm steel must be fitted to surround the prop within 300mm of the front U/J. This hoop is not required if steelwork surrounds the prop in this area.
    - Diff mounting plate (one piece) a maximum of 10mm thick and with no one side longer than 300mm, occupying the area directly above or below the diff.
    - Diff mounting brackets, suspension pick up points, pedals and wheel guard mounts, can be constructed from a maximum of 10mm thick steel plate.
    - Single lengths of steel flat a maximum of 50mm wide by 10mm thick for strengthening purposes only in the following areas:
        - front bumper repairs
        - top side rails rearward of the centre line of the front wheel
        - rear suspension area from the suspension arm pick up points rearward to the rear face of the wheel arch.
        - mounting brackets for bolt on rear bumper

- The maximum size of plate permitted for engine mounts is 12mm thick on one individual piece, with the maximum size of plate bolted together being 20mm.
- The car must be constructed of at least four through bars of the specification noted in bullet point one above. These must run through the cab area from the bulkhead to the rear in continuous lengths. No scalloping out of steel chassis rails, inside the driver compartment, from their original dimensions to accommodate seat mountings etc.
- Chassis tilt or stagger from passenger side to driver's side is not permitted. This requires that the distance (in a vertical plane) between the steelwork, must be the same on the passenger side as it is on the driver's side and all points in between. This includes undercarriage, outer rails (commonly known as "side irons") etc.
- This assumes everything is measured with the car sat flat on the floor (i.e. with no wheels on), and when in this position, all points must remain level/same height from the ground, from passenger side to driver's side of the car.
- The distance between the top of the top chassis rail and the bottom of the bottom chassis rail, must achieve a minimum height of 445mm on both sides of the car, as per image.



Floor/Bulkhead

- A mild steel floor must be present and complete at all times in the car from the bulkhead to the rear chassis SHS/RHS running across the car where the rear suspension pick-up points are located. No aluminium, no mesh, no holes etc. The exhaust and propshaft must not be visible in any way from the bulkhead to the steel cross member.
- The floor in the driver's compartment (the area which is bulkhead to rear wheel arch and door to gearbox tunnel) must be a maximum of 4mm thick mild steel plate.
- The combined gearbox tunnel/propshaft and exhaust system must be enclosed using a maximum of 2mm thick mild steel plate, however the underside cannot be plated/enclosed in anyway. No mesh. No holes are permitted in this steel.
- The maximum thickness mild steel plate permitted in the passenger compartment is 2mm.
- A complete fabricated bulk head/firewall must be between the engine and drivers compartment to help protect the driver from the possibility of burns from fire, fuel, oil or water. This must be made from a maximum of 2mm mild steel and all holes covered except for minimal holes for cables, pipes, electrics etc to pass through.
- Both rear inner wheel arches have to have protective trailer arches fitted to prevent debris striking the driver, fully covering the rear wheels.

Wheel Guards

To prevent the loss of rear wheels, a pair of wheel guards/protectors must be in place at all times and must cover the top of the tyre to wheel level, to include at least 75mm of the tyre.

Internal guards maybe fitted to the inside of the outer rails/side irons and must be bolted solidly to the steel work at the rear and front or sides using a minimum M16 bolts, using minimum 5mm thick fixing plates, the guards have to be made from either flat or cold rolled steel plate, minimum of 60mm and a maximum of 90mm deep. Minimum 10mm thick with a maximum of 12mm.

Outer wheel guards have to be made of minimum of 40mmx40mm SHS/CHS and maximum of 50mmx50mm SHS/CHS minimum 5mm thick. You can use a minimum of 1 and maximum of 2 each side and if doubled up they have to be welded together (laminated) on the wheel guards only. It must be welded solid not bolted to the outer rails/side irons front and rear with minimum 5mm thick fixing plates, the guards if not straight must have a continuous curve (not cut and welded joints to create a curved/taper).

They cannot protrude further than 70mm from any part of the rear or side of the car.

Wheel guards/protectors have to be the same in design and build equal on both sides of the car, this includes material thicknesses, brackets etc.

LEAF AND SPRING STEEL WHEEL GUARDS ARE NO LONGER PERMITTED.

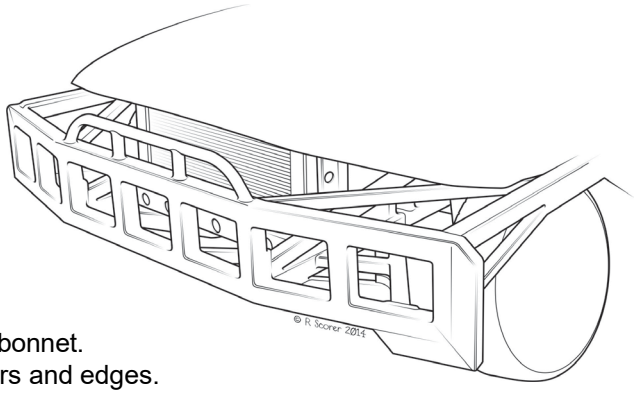
Please note:- this is in a development stage any drivers are encouraged to trial any other ways to prevent damage in this area but you must get permission from the SSCA first. (examples in picture below)

Bumpers

- Bumpers must be within the 1778mm permitted width of the car.

Front

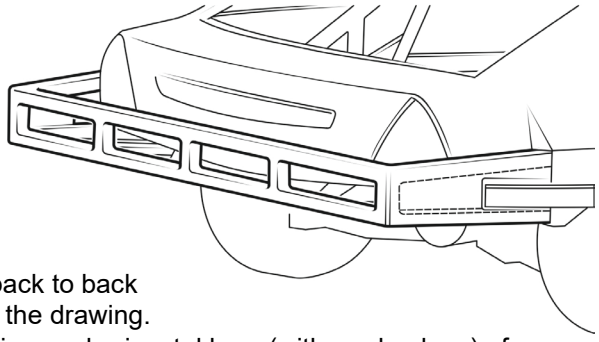
- The front bumper must be a minimum overall depth of 300mm (this measurement must be achieved without the use of flat plate).
- SHS or RHS must not be placed back to back in a horizontal plane. This means no doubling up of SHS or RHS, either back to back or on top of each other. The bumper must be as per the drawing.
- There must be a minimum gap of 30mm before another length of SHS or RHS is placed behind the bumper, for example between the chassis.
- An extension to the front bumper, up to a maximum of 75mm wide is COMPULSORY on the nearside – this must be a minimum of 380mm in height and must be mounted as per drawing. This must not be mounted higher than the rest of the bumper. The extension MUST be braced/strengthened back to the main bumper (i.e. creating a triangle).



- The front bumper must not exceed the height of the bonnet.
- All bumpers MUST have smooth and rounded corners and edges. All bumper faces must be vertical.
- A centre hoop on the front bumper to protect the engine is permitted and must be no wider than the radiator and its fixing points.

Rear

- The rear bumper must NOT be higher from the ground than 500mm, nor lower than 375mm to the centre of the lower bar from any point on the bar.
- The distance between horizontal rails shown in the rear bumper sketch should be a minimum of 70mm with the overall depth of the bumper being a minimum of 150mm.

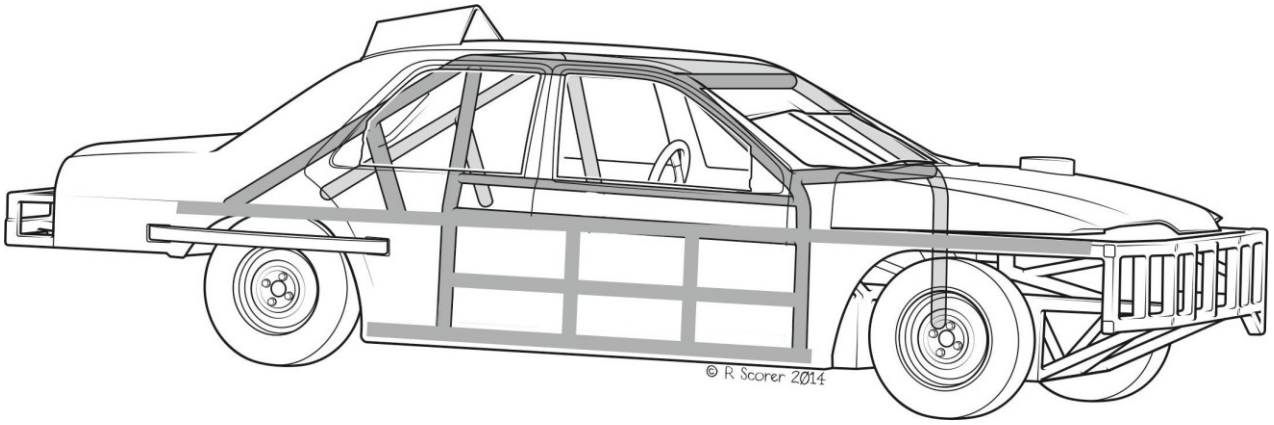


- The bumper must remain continuous side to side.
- No doubling up of SHS or RHS is permitted, either back to back or on top of each other. The bumper must be as per the drawing.
- The rear bumper must be constructed from two continuous horizontal bars (with no dog legs) of a minimum 40mmx40mm x3mm RHS (these must be the same thickness steel over the whole width of the bumper) with five vertical uprights as per the sketch.
- The top rail must be connected to the steelwork within the car, by equivalent steel.

Rollcage

- Rollcages are mandatory and must consist of a minimum:
  - hoop protecting the A pillar, hoop behind the driver, two outer connecting bars between the two hoops, centre connecting bar, two rearward supports with brace underneath.

  - A support bar is required to connect the centre of the rollcage to the chassis in the front passenger area. Due consideration needs to be given to the proximity of this vertical bar to the driver.
- The above must be constructed from a minimum 40mm x 40mm x 3mm RHS or tube equivalent.
- All other rollcage supports, braces, gussets are free.
- The roll cage must be securely welded to the through bars and chassis/floor plates.
- The rollcage must sit centrally between the extreme outside edges of the car.
- The rollcage must be the full width between the front pillars and continue rearward till a minimum of
- 300mm past the back of the driver's head. A 3mm steel plate must be fitted to cover the driver's side roll cage area and this must be one continuous plate i.e. no holes.
- This must be welded to the roll cage on all four sides including to a support bar joining the front and rear roll cage hoops along the centerline of the car.



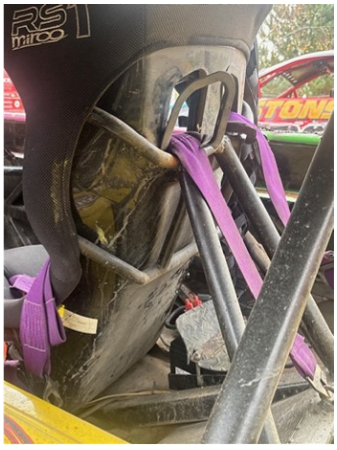
- It is required to have a minimum of two rearward supports going back from the top of the rollcage hoop down to the chassis – one on each side of the car (see diagram). You may run the rearward supports in a criss-cross fashion, running diagonally from the top of the rollcage hoop at the driver's side to the chassis on the passenger side and vice-versa.
- The rearward rollcage supports must return to the main inner chassis and not to any other point, i.e. wheel arch.
- Rearward roll cage supports must also be braced underneath as per the diagram. The rearward supports must be made of the same specification steel as the rollcage.
- As a minimum the door areas on both sides of the car must consist of a chassis top rail and a chassis bottom rail (at sill level), these must be a minimum of 40mm x 40mm RHS, 3mm thick (maximum 60mm x 60mm x 6mm thick).
- In addition, the driver's door area must have:
  - A continuous 3mm mild steel plate, going as a minimum from the very front of the foot well/bulkhead and returning rearwards to the rear wheel arch, and going from the top chassis rail to the lower chassis rail (sill level). It is permitted to inset the steel on the chassis rails, however if this is done then the plate must be seam welded to all RHS/SHS. If the plate is on the outer face of the chassis rails then the minimum welds must be 50mm long with 25mm gaps.
  - Where this plate ends it must meet and be welded to vertical mild steel RHS/SHS a minimum of 40mm x 40mm, 3mm thick.
  - A minimum of 40mm x 40mm RHS/SHS, 3mm thick chicken bar is required, extending from foot well/bulkhead and returning rearwards to rear face of the driver's seat, connected at each end to the RHS/SHS noted in the bullet point above. This RHS/SHS chicken bar may run diagonally or horizontally in the driver's door area (see pictures/diagram). If fitted horizontally it must be located centrally between the top and bottom chassis rails.

- A minimum of two vertical connecting steel RHS/SHS, a minimum of 25mm x 25mm (3mm thick) must connect the top chassis rail to the bottom chassis rail and be welded to the chicken bar and the 3mm plate.
- Where the driver's side doors (front and rear) meet the lower window aperture, this must be backed by RHS or equivalent tube, a minimum of 25mm x 25mm, 3mm thick. This should be supported from either/both the roll cage or top rail. Additionally, if the roll cage is not supporting the B pillar (and is located more towards the rear door) you must fit some protection for the B pillar on the driver's side, (as a minimum) up to shoulder height, by means of a hoop running from the rollcage to either the door tops or the top rail. This must also be as a minimum the same specification steel as above.
- It is strongly advised to add corner gussets to roll cage joints, and this is mandatory where no more than 75% of the joint is welded.

The roll cage must be clear of the helmet line. There must be a minimum 2" clearance between drivers' helmet (this includes the peak of the helmet), when strapped in at all points of the roll cage and roof plate.

3. DRIVER'S SEAT & CAB AREA

- Aluminum, fibreglass or other specialist competition seats are compulsory, with a maximum layback of 25° with built in head restraints. If the seat is manufactured with a build in headrest then this cannot be modified. If the seat does not have a built in headrest then one must be fitted and supported by a steel framework minimum 25mmx25mm SHS welded to the roll cage or seat supports. It is thoroughly recommended not compulsory that seats are upright and with a flat base, and have to be adequately supported at shoulder height with a suitable framework/support wrapped tightly around the sides and back if a fibre glass/competition seat (see example below), drilling and bolting the shoulder frame work to the seat is not mandatory but it is compulsory to bolt the base with a minimum 4 M8 bolts.



Aluminum containment seats including seat cells have to be supported by a minimum of 2 M8 bolts shoulder height and minimum 4 M8 bolts on the base.
Use rounded head bolts with large repair washers when bolting through the seat on all fixings where possible.

BEADED TYPE SEATS/CELLS ONLY

A resin/beaded type seat cell may be used and has to be fitted as above, but must be made by a reputable manufacturer (no home made seat cells are permitted), and must be a fully supportive type with reinforced strengtheners made from a minimum of 2.5mm, 5052 grade thick aluminum with mig/tig welded mounted fixing brackets of a minimum of 5mm.
It is highly recommended (not compulsory) that the resin/beaded insert is made or covered in a fire proof material. Any insert which appears to have broken up and/or taped/glued back together, you will not be permitted to race.

PLEASE NOTE:- During 2026 season the SSCA/ORCi will be reviewing and gathering more information on all seats and seat positions, seat belt angles for 2027.

- Driver's seat must occupy the original position as best as it can. The centre line of the seat (front to back) must be a minimum of 420mm from the inner face of the driver's door horizontal SHS/RHS.
- The pivot point of the pedals must be a maximum of 300mm from the very rear face of the cylinder

head.

- The use of dense foam padding around any protruding objects, which will protect the driver within the cab area, is highly recommended.
- A quick release cloth window net must be fitted to the driver's door window aperture. The netting should have holes not larger than 7.5cm or 3" wide. It should come down level with the steering wheel, and should be flexible and easily removable.
- Shoulder straps maybe fitted to an extra bar on the roll cage behind the seat, approximately 100mm below shoulder height, this bar is to be made of roll cage specification material, and has to have braces at both ends which have to have raised end caps to keep straps in place or to the chassis behind the seat but no further back than the front face of the rear wheel.

  It is strongly recommended but not compulsory that the shoulder straps should also pass over a piece of RHS minimum 1" oD x 3mm at shoulder height fixed to the rollcage/seat bracket. The rear of the seat and brackets where shoulder straps pass through must have rounded edges/protectors with no sharp edges to prevent belts from fraying.
  All seat belts must be fitted as per manufacture and to ORCi specifications. They can be fixed via a hook and eye or 10mm (3/8") bolts fastened with a ny-loc type nut, to a 10mm thick plate welded to the chassis or wrapped around any SHS/RHS/CHS minimum 3mm thick. If bolted not using hook and eye it is recommended the belts to be installed between a pair of bracket plate (minimum 4mm thick and 50mm in length) to effect a double shear either side of the belt, no chains or "D" shackles allowed.
- A pop off quick release steering wheel is permitted and the boss/splines must be in good condition and not worn.

4. SCREENS

- No glass is allowed in the window apertures or screen.
- A metal upright of min 19mm SHS must be welded or bolted into the windscreen aperture, approximately one third of the way along the driver's side.
- It is compulsory to fit a sturdy wire mesh panel of max 50x50mm matrix, securely fixed to the windscreen aperture and upright covering the driver's side of the screen.
- Mirrors may be fitted inside the car only.

5. FUEL SYSTEM

- Only tanks with a maximum capacity of 2 gallons are permitted
- The fuel tank must be positioned as described below:
  - **along the centre line of the car (front to back)**
  - **behind the driver in the rear axle area**
  - **on top of the chassis/steelwork**
  - **must be protected from rear impact even if infront of roll cage supports, it must have a minimum of 2 parallel bars, a top bar must be at least 10mm higher than the fuel filler neck/cap, cross bars and any bracing if not connected to the roll cage supports must be minimum steel 40x40 3mm thick or equivalent SHS/RHS/CHS, you may also weld on 3mm plate if you require, the more braces/protection the better. It is recommended that there is a sufficient gap between the tank and any steel work to allow chassis structure to flex on impact without crushing the tank.**
- All fuel tank filler caps must be of a secure leakproof metal screw type fitting with your race number and "SSCA" written on it with permanent marker pen or similar.
- All fuel tanks have to be professionally made either steel:- minimum wall thickness 3mm securely fitted with a minimum of 4 M8 bolts or aluminum: - minimum wall thickness 4mm secured using a bracket(s) bolted down to the steel work, must also be secured with two 50mm wide metal straps over the tank in the opposite direction to the original fixing i.e. if the original bracket is bolted side to side, the secondary brackets need to go from front to back or vice versa.
- Petrol pipes must be metal, metal covered or specific rubber braided fuel hose and have a single movement (not screw valve type) fuel shut off tap within easy reach of the driver, and clearly visible and marked on/off and in good working order. Rubber connecting hoses on fuel lines are not permitted.
- A secondary fixing must be used on the fuel feed inlet pipe connection to the carburettor.
- All tanks must be fitted with a breather system, which prevents spillage if a car is inverted. All petrol pick up pipes must draw through a stand pipe from the top of the fuel tank. A operational non-return valve is compulsory in the breather pipe. The non-return valve must be easily accessible for scrutineering inspection.
- Fuel lines must be clipped securely and routed away from electrics i.e. if a fuel line runs along the

inside edge of the chassis rail, you may run the electrics along with outside edge of the rail, as a minimum.

- Electronic fuel pumps must be mounted either behind the main firewall or under the bonnet.

6. FIREWALL

- A firewall is compulsory. The fuel tank, fuel pump, entire filler neck/cap, must all be contained within a mild steel minimum 1mm thick sheet firewall or open box. It is required to have the passenger side, and the bottom only, open to allow inspection of pipes etc. Any access hole in the firewall for the tank filler must be covered with an openable metal flap. Please note the fuel pump if mounted in cab area, must be inside the fuel tank firewall not separate.

7. BATTERIES & ELECTRICAL

- Batteries must be securely clamped in place (using mild steel) inside the car anywhere from the bulkhead rearwards to the rear suspension pick up points and must not be mounted lower than the chassis. A wet/lead acid type battery must be covered with a leak proof material to prevent spillage. The use of gel batteries is allowed. All positive battery terminals must be covered to prevent shorting out with a non-conductive material.

Electric wires must be clipped securely and routed away from fuel lines i.e. if a fuel line runs along the inside edge of the chassis rail, you may run the electrics along the outside edge of the rail, as a minimum.

- Self-starter motors must be fitted and in working order at all times.

- A battery isolator engine kill switch must be fitted in the earth circuit to the Rear left-hand window of the car, within easy reach of track marshals and be clearly marked On/Off and with a ORCi isolator locator sticker (see picture alongside). The isolator switch knob must be either painted or bright red in colour. A switch must also be within easy reach of the driver, to stop the engine and electric fuel pump.

8. SUSPENSION

General

All measurements for reference are taken from a standard Ford Sierra Sapphire and are measured from the engine rearwards.
All suspension components must remain standard with the following exceptions:

Wheelbase

- The wheelbase must be 2604mm. The wheels must occupy their original position within the wheel arch. When the wheelbase is measured it's the driver's responsibility to set their wheels where they want them. Once one side is measured they CANNOT move the wheels to measure the other side. The driver's side wheelbase measurement must remain standard with a +/-25mm tolerance. The passenger side is permitted a lead of 50mm max. Measurements will be taken from the centre of the rear wheel to the front spindle and without movement of the steering in between taking the two readings. However, this must only be measured once the strut top position is determined to be correct.
- Cars must achieve a minimum ground clearance at any time of 100mm under the entire car.
- Poly bushes are permitted on the suspension to include compression arms, struts, track control arms and rear wishbones.
- No wheels/tyres are allowed to protrude beyond the outer most edge of the chassis/steelwork (this does not include the 75mm permitted bumper addition or rear wheel guard). This is measured when the car is in race ready condition. Taking a spirit level from the outside edge of the top chassis rail to the ground, in a vertical line with the centre of the hub and in a vertical plane. The level must be upright when touching the top chassis rail and no part of the wheel/tyre is permitted to sit outside this.
- Only one coil spring permitted per corner (with the exception of the N/S Front).
- All coil springs and rates are free, apart from tapered 2.25" iD and 2.5" iD and helper springs are NOT permitted. Springs may be shortened to lower the car.
- The use of rose joints or other spherical type bearings are not permitted (with the exception of the steering column and throttle linkage, N/S front shocker, brake pedal/master cylinder).

Front

- The maximum negative camber permitted on the passenger side front wheel is 12^0 degrees.
- No positive camber on the driver's side front wheel.
- Strut tops must be original down to the orange line (as shown in picture right).

- Struts must be mounted in as near to original position as Possible. The driver's side strut must be mounted within 5mm of original position checked by two methods; firstly from carburettor and secondly from front face of pulleys. A tolerance of 50mm is permitted on the passenger side strut top taken from the original centre point, forward or back. You are permitted to move the strut top in towards the engine to achieve camber.
- Only standard Sierra sealed strut units are permitted (no P100 or Bilstein struts permitted). The only alterations are: platform height can be adjustable; spring platform size can be changed; and that the unit can be strengthened. Some downward movement must be retained. The retaining lug on front struts maybe removed. However, the strut must be mounted in its original position in the hub carrier and must not protrude through the mounting point any further than if the retaining lug was used.
- No adjustable shock absorbers or struts are permitted, except one extra shock absorber on the passenger side front. This must be an adjustable platform/damping auxiliary shock absorber, no double adjustment permitted; you may adjust the bump or rebound but not both on one shock absorber. No progressive/adjustable rebound bump stops or extra of any sort are permitted on any shocker shafts. The maximum retail price for a shock absorber is **£170** incl VAT. This must be mounted at one end on the track control arm and at the other end to the steelwork of the car.
- Inboard suspension is NOT permitted.
- The secondary shock absorber mounting points must be rigid and must not pivot, apart from the spherical type bearing manufactured on the top and bottom of the shock absorber.
- A single compression strut maybe used on each side of the car. These are free but no rose joints/spherical objects are permitted; however standard production track rod ends maybe used.
- Track control arms can be strengthened (both sides) and lengthened (passenger side only)
- Driver's and passenger side track control arm must be mounted as original Ford manufacture, to clarify this means only one mounting hole (multiple holes not permitted). Both the driver's side and passenger side must be mounted the same height from the ground when the car is level. However, you may locate the mountings closer to the wheel or engine accordingly. You may mount the passenger side arm up to 25mm further forward. The mounting brackets both sides must be at a 90^o angle to the engine +or– 5^o.
- The steering rack must remain standard (i.e. driver's side track rod end must be on the driver's side) and be mounted in its original position. This will be checked on the driver's side, by means of measuring from the pivot bolt for the track control arm and the mounting bolt for the steering rack - being 163mm apart with a 5mm tolerance (see diagram below). However, the mounting hole maybe enlarged to 12mm to take an uprated bolt, and the steering rack maybe drilled to accommodate this.

- The steering rack can be lengthened on the passenger side (only) at the thread end and not the end which attaches to the main part of the steering rack.
- It is not permissible to offset the steering rack – it must remain in the original position.

Rear

- Rear wishbones maybe mounted without the original horseshoe support beam, however they must be mounted symmetrically in the car, as if mounted using the original horseshoe. This ensures that the

wishbones are the same height from the ground on both sides of the car, when the car is level, and that one wishbone cannot be mounted further forward than the other.

- Rear wishbones MUST remain standard, no alterations to profile/angles/dimensions are permitted
- Rear wishbones maybe repaired and strengthened but only by the means noted below.
  - The recommended process for repairing a rear wishbone is to cut from either the top of the casing and/or the bottom of the casing, but not through the entire arm i.e. not cutting through the original seam on either side. These repair cuts can be anywhere within 200mm from the centre of the bolt hole on the two front pick up points as shown in the diagram below.

  - It is permitted to weld the rear wishbone. It is permitted to add additional steel to the wishbone to strengthen it but this must not go through the arm.
  - Subsequent to any repair the wishbone must retain its original geometry, profiles and measurements, to include but not exclusively, the original casting seam lining up.
  - The SSCA recognises that there are numerous arms that have been repaired by means of cutting entirely through the casing. To facilitate these arms being used up, the recommended process for repair noted above will apply, with the following exception; you may cut an arm entirely through (within the first 200mm from the pick-up points), including the original seam.
  - Any arm that requires repairing more than 200mm from the front pick-up points will be considered not fit for purpose.
  - For the avoidance of doubt, the SSCA will have measuring jigs available, and drivers will be able to utilise the jigs to check repair work. The onus is on the driver to have a wishbone checked prior to racing, should they have doubts about it lining up to a standard wishbone in all respects. The scrutineer's decision is final.
- Multi-hole adjustment IS PERMITTED on rear wishbone mountings, but only to ensure that all pickup points are the same height from the ground on both sides of the car, when the car is level.
- NO OTHER FORM OF ADJUSTMENT IS PERMITTED ON THE WISHBONE MOUNTING POINTS.
- During 2026 the SSCA are in process of developing a jig which will be numbered and tagged to be purchased to enable and make a precise fabricated to specifications rear wishbone and to check and repair existing standard wishbones, these wishbones may be fitted and trialed with special permission from the SSCA only, to come into affect 2027. Promoters and scrutineers may also have a jig to check the dimensions if any issues arise.
- The rear wheels are permitted a maximum of 6^0 negative camber, but no positive camber.
- To achieve camber on the rear wheel you are permitted to washer out a maximum of 3 drive shaft fixing points on each wheel.
- All suspension component bolts are permitted to be reversed, i.e. enter from the rear of the hole and not the front or vice-versa.
- All shock absorbers must be standard sealed unit type, not-adjustable. They must have a retail value of no more than £60 (inc. VAT) each, and must be openly available to all customers (no Bilstein products permitted). The SSCA will independently check the availability and price of such an item.
- Adjustment on spring platforms is permitted by means of threaded bar, spacers or multi-hole.
- Anti-roll bars are not permitted.
- Sierra 4x4 rear suspension arms can be used.

9. WEIGHT

- The total minimum weight at the end of a race without the driver and any remaining fuel is 1170kg and the maximum weight 1300kg at any time race ready, with a maximum inside weight of 54.0%
  - If the car is checked and found to be under the total permitted weight (not inside weight) this is an automatic ORCi suspension. Up to 1.0kg under = one month suspension, up to 2.0kg under = 2 months suspension. In excess of 2.0kg under = 6 month suspension.
  - The right hand driver's side weight must be a maximum of 54.0%, at any time – this will be weighed

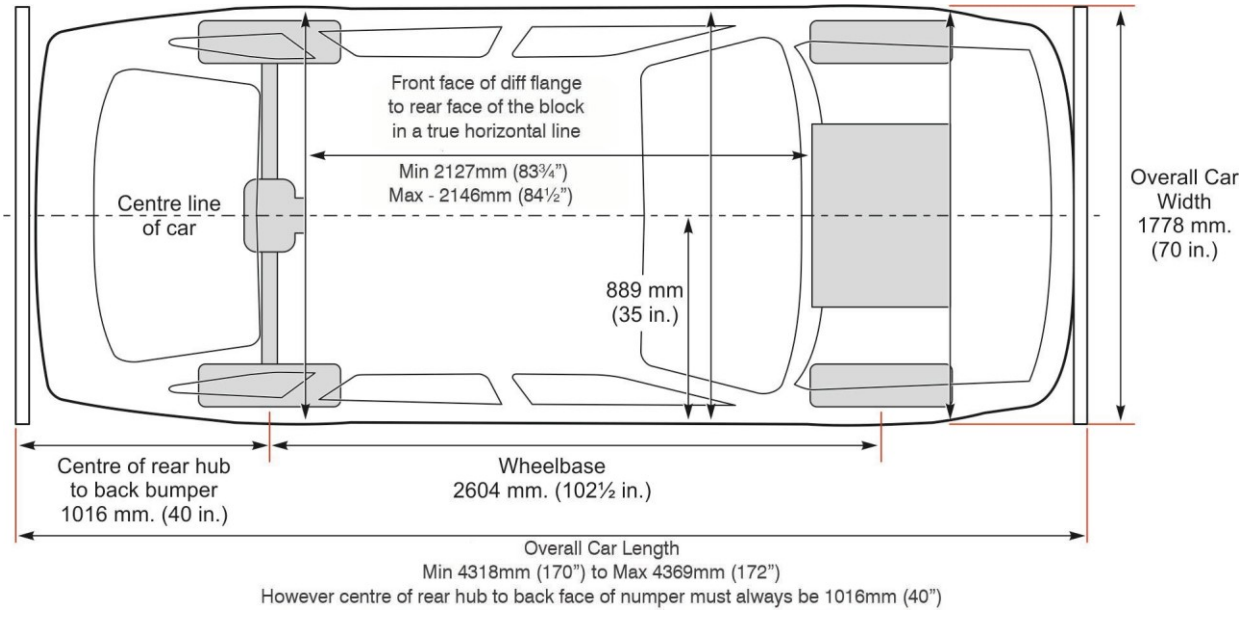
without the driver in the car.

- If the car is over the 54.0%, but under 54.5% on the first offence the driver will lose all points/places gained on the day.
- If the car is found to be over 54.0% but under 54.5% on a second occasion (during a calendar year) the driver will receive a one month suspension and loaded immediately with loss of any points gained.
- Any car found over 54.5% on its first check will receive an automatic one month ban and loaded immediately with loss of any points gained on the day.
- If a car is found over 54.5% on a second occasion (during a calendar year) the penalty will as a minimum be doubled, or possibly carry a longer suspension.
- All discrepancies will be noted and logged in drivers licence book and sent to the SSCA and all promoters/scrutineers.

10. ENGINE/DIFF POSITION

The SSCA will be using a jig to ensure the following is adhered to. In particular ensuring all elements are central, including rear axle and positioning of pedal box/gear stick. The pivot point of the pedals must be positioned no more than 300mm from the very rear face of the cylinder head.

- All dimensions will be taken from the engine rearwards.
- The centre line of the car will be measured from any point (or combination of points) from the diff, propshaft, gearbox or engine - to the outer extreme of the car.
- Please pay attention to the drawing see below to note that the wheels front to back must be parallel on the driver's side.
- Rear axle locating measurements will be taken from the bellhousing to driveshafts.
- The maximum width of the car is 1778mm (this does not include the wheel guards). Therefore, any measurement taken from the centre line as noted above must be 889mm.
- The engine and diff are permitted a maximum 25mm offset from the centre line. From 1 March 2024 either the engine or the diff are permitted a maximum 25mm offset, but not both.
- The engine must be located centrally along the line of the crankshaft, within the car and in a vertical position. Maximum 25mm offset from the centre line noted below.
- The height of the engine must be mounted in and as close as possible to original specifications, the SSCA will be reviewing this for 2027.
- The propshaft must be at 90° to the diff/drive shafts. No propshaft spacers permitted. The diff must also be located centrally in the car, and centrally within the chassis rails, with a maximum 25mm offset from the centre line noted below.
- Diff position and wishbone position will always be taken from an original Sierra horseshoe. The SSCA will be producing a jig to ensure positions are correct.
  The diff position will be taken as 83¾" (for the 7½" diff) to 84½" (for the 7" diff) from the front face of the diff flange to the rear face of the block in a true horizontal line. See illustration below.



PLEASE NOTE:- No surface treatment such as super-finishing, high polish finish or similar on any rotating parts in the differential or gearbox is strictly forbidden.

11. DIFFERENTIAL

- Crown Wheel & Pinion sets on all cars must match standard manufacturer's ratios.
- No competition ratios are permitted.
- Differentials may be locked but limited slip differentials are not permitted.
- No Cosworth or 4x4 parts permitted.
- The only Crown wheel and Pinion sets permitted are those the SSCA have confirmed as a ratio manufactured by Ford and noted in the following list: 3.38, 3.62, 3.64, 3.91, 3.92, 4.09, 4.27 ratios.
- The drive shafts must enter the diff in an original manner and the prop shaft must be at 90° to the diff.
- The drive shaft (including flange) must remain unmodified and unmachined from standard.
- The diff must sit level (front to back).
- One long and one short drive shaft as originally fitted must be used; these must be fitted in standard position (short N/S, long O/S) and cannot exceed the original width of the axle.

12. GEARBOX

- Any standard production gearbox, which is available from a Ford model (unless stated), may be used provided it fits a standard 2-litre engine without modification. The standard Transit spacer plate is permitted, with modification, if required to fit the starter/engine mounting brackets.
- The Mazda RX8/MX5 gearbox can be used by means of fitting an adapter plate.
- No aluminum bell housings permitted, unless an integral part of the gearbox.
- The diesal P100 gearbox may be used and you are permitted to remove a maximum of 20mm from the end of the input shaft/shoulder.
- All gears must be fitted and in working order with ratios to match the casing used.
- Straight cut gears and/or competition boxes are not permitted.
- The propshaft and gearbox mounting may be modified to accommodate the gearbox used. It is permitted to enlarge the external bolt holes on the gearbox or bell housing. This is to allow the easy removal of the gearbox independently of the bell housing and the use of nuts and bolts to attach the bell housing to the engine.
- It is permitted to repair the layshaft of a 4 speed 2-litre and 4 speed P100 gearbox by means of a top hat repair on the thrust washer face. The repair must be made of brass and all casting/factory stamping must remain on layshaft.
- Gearbox lids and selector forks may be interchanged from the 5 speed and 4 speed Sierra gearboxes.
- The rear drive flange on the gearbox can be converted to enable to use a bolt on propshaft, this can only be done by using the original Sierra differential flange and machined and welded to the original splined end of the propshaft tube, this must be made of steel with no aluminum spacers and be fitted as close to the end of the gearbox as possible.
- The gear stick must be standard by at least 3" coming out of the gearbox and can be modified and strengthened with extensions only.
- If you want to trial any other commonly available mass produced road going gearbox contact SSCA in writing.

13. BRAKES

- All parts must remain as manufactured unless stated below.
- Brakes must be fitted and effective on all FOUR wheels, and must be identical across the axle, this includes brake pads.
- No bias brake systems. ABS is not permitted.
- Only standard Sierra type brake discs and components are permitted on the front and rear – these are solid Mk1 discs or vented Mk2 discs (no Cosworth, etc parts permitted) and must be fitted in identical pairs. Grooved or drilled discs are not permitted + no machining or grinding of any brake discs, calipers or mounting brackets/carriers etc.
- The fitment of disc brakes on the rear can only be achieved by use of the original Ford Sierra disc brake style hub or, by use of the Ford Sierra drum brake hub with a calliper mounting bracket that must not increase the axle width.
- It is permitted to drill one hole in the face of the drum or the disc flange for access to the drive shaft nuts only. This hole must be in line with one of the original holes in the shaft.
- Braided brake hoses and competition brake pads are permitted.
- Master cylinder and brake servo must be from any readily available mass produced road car. However to mirror the Ford Sierra braking system a maximum of three t-pieces are permitted.
- If using a four outlet master cylinder (Nissan Micra etc) you must join the forward two outlets together within 6" of the master cylinder.

- Alternatively, ONE F2 type tilting master cylinder maybe used.
- Only the standard Ford Sierra production bias valve is permitted – this must be located in as near to an original position as possible. It is only permitted to have one pipe from front to rear.
- All brakes must be able to stop the wheel when jacked up and rotated by hand with minimum force (scrutineers decision is final).

14. WHEELS

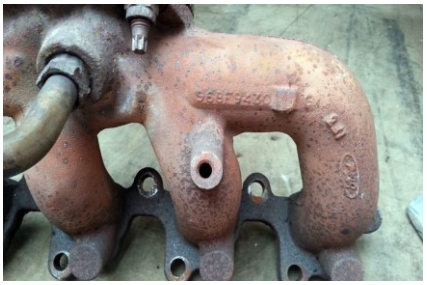
- Only unmodified standard production (no special production versions) 14" - Ford, Citreon or Peugeot steel rims are permitted up to a maximum of 6" width. Peugeot 106 Rallye wheels are not permitted. The SSCA will be monitoring wheel rim offset to ensure the use of standard rims only.
- Centre plates must not be re-drilled but plates cut from the same wheel as those being used may be fitted over the existing wheels to add strength. The centre plate needs to be welded/tacked in a minimum of 4 places to prevent becoming detached in the case of losing the wheel.
- Wheel studs must have sufficient thread to accommodate a full nut, standard and full wheel nuts cannot be machined down, this means the thread must protrude through the nut, or longer studs have to be fitted.
- No dome or capped nuts.
- No wheel spacers permitted.
- No alloy wheels permitted.
- Balancing weights must be removed.

15. TYRES

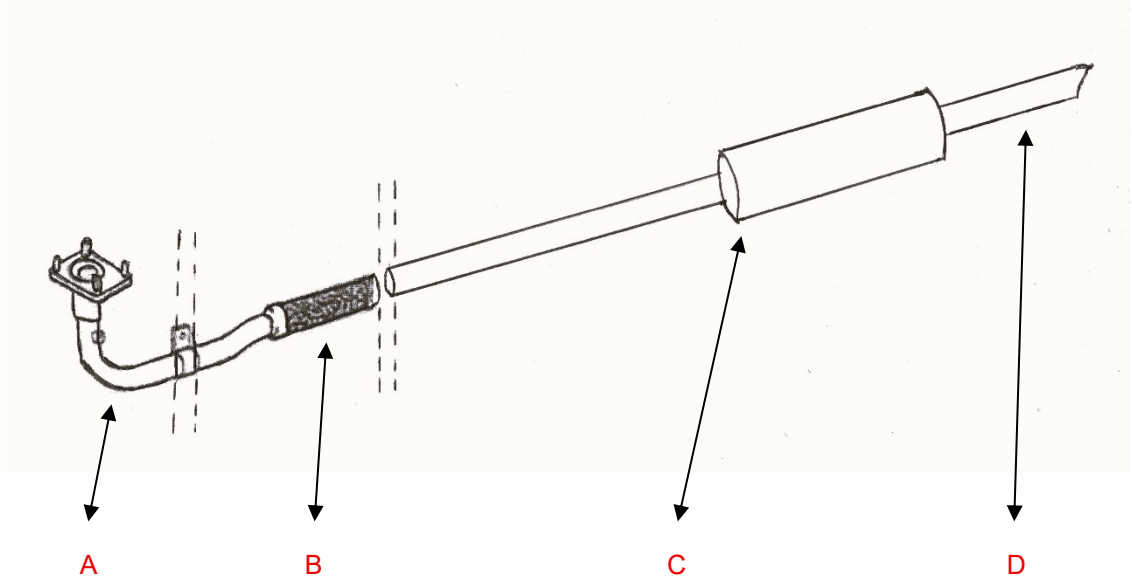
- The only permitted tyre is as follows:
  - Yokohama A Drive/Blue Earth 185/65/14
  - Tyre softener is not permitted for use.
  - Tyres may be re-grooved but no tyre cut across the tread may be used on shale tracks.
  - Tyre buffing is allowed, if done at the track it must NOT be done whilst the wheel is turning on an electric motor or running on a car. It may be done using a manual surform with the wheel stationary.

16. EXHAUSTS/MANIFOLDS & SILENCERS

- The exhaust system (not including the silencer) must be made in mild steel only.
- The only exhaust manifold permitted is the cast manifold which is fitted as standard to the engine. This must retain the Ford manufacturers stamp and all other markings. See photo below
- No tubular exhaust manifolds permitted.
- The standard single down pipe must be retained, due to the height of the engine and positioning of steel work, engine mountings etc, it is permitted to cut and shorten, bend or straighten the down pipe at the manifold end only, but must retain at least 500mm of the original length
- No machining/polishing, ceramic or surface coating or treatment of internals on the manifold or the first 500mm of the front pipe is permitted, rough castings must be visible.
- Maximum of 50mm inside diameter flexible pipe can be used to connect from the down pipes to the silencer.
- The only silencer permitted is the approved BriSCA F2 stainless silencer with BriSCA F2 name/logo clearly etched into it the silencer must remain unaltered this includes no welding within 25mm either side of the box and must be removable for inspection. No competition style exhausts are permitted.



- If the engine sounds different or a distinct ringing sound you may be asked to remove it at any time to check the internal wadding/baffles.
- To accommodate the BriSCA F2 type silencer it is permitted to use larger than 50mm inside diameter pipe for the last 150mm before the silencer. This is due to the fact that the silencer has slightly oversized inlet and outlet pipes.
- If the exhaust is routed through the car, this must be boxed in completely (except underneath) throughout the car, to where the floor terminates. See rule 2 Steelwork (sub heading floor/bulkhead) – this must be covered by mild steel sheet, no mesh, no holes cut out etc.
- All systems must terminate in front of the inner rear wishbone mounting point.



A = The standard Zetec single down pipe must be retained to a minimum length of 500mm
B = 50mm flexible joining section if required
C = Rear exhaust section fitted with an approved BriSCA F2 silencer
D = Tailpipes must point sidewards or downwards

17. ENGINES

For full technical specifications please refer to www.BriSCA F2.com follow the link to SSCA/BriSCA F2 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.

Please be aware that at any time your engine may come in for stringent checks on a regular basis, for example camshaft profiles and spring tension will be checked.

The performance of the engine will be closely monitored in relation to existing engines within Saloon Stock Car racing. THIS WILL BE AN ONGOING EVALUATION BY ALL PARTIES – PROMOTERS/DRIVERS/SCRUTINEERS ETC. Should the need arise the SSCA reserve the right to restrict the engine described in these rules. This would most likely be done by the use of exhaust and/or carburetor restrictor.

Permission for any proposed change currently not permitted by the SSCA must be applied for in writing and emailed to the details on the first page. Where upon the Technical Committee will consider the request. Notification of any decision made will be in the first instance through publication on the official website.

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 or lower 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 code is located on the exhaust side of the block i.e. right hand side when viewed from the front):
  - **NGB, NGC, NGD (from Ford Mondeo Mk2 16v 1996-2000)**
  - **EDDB, EDDC, EDDD, EDDF (from Ford Focus Mk1 16v 1998-2004)**

- **EBBC, EBBD, EDBA, EDBB (from Ford Cougar 1998-2001)**

- Production tolerances are permitted providing the total swept volume does not exceed 1989cc.
- All codes or ID numbers must be visible and untouched.
- The SSCA is permitting the use of the 1796cc "BlackTop" Zetec on an experimental basis. Written permission is required to test this engine and will only be granted if accompanied by relevant engine code. Aside from engine codes all other specifications apply.

ENGINE - GENERAL

- The engine must be mounted in exactly the same position as noted in current technical specifications for the 2-litre pinto engine.
- An oil catch tank (no drink cans or bottles) minimum of at least ½ ltr must be connected to the engine breather system and fitted inside the engine bay.
- It is permitted to reduce the depth of the longer bolt fixing points on the exhaust manifold side of the engine, to allow one continuous plate/engine mount to be attached.
- It is permitted to tap unused mounting lugs on the side of the block for the purposes of bolting to an engine mount only.
- 2 throttle return springs must be fitted to the throttle mechanism, not the cable or pedal, they must be securely fixed (not cable ties). The integral spring attached to the spring or small spring on the carburetor body does not count as one of the required springs.
- All ECU's must be registered too their current owner, this will be deemed illegal if it is not, and no warranty will apply.

SUMP

- The only sumps permitted for use are as follows:
  1. **Official SSCA steel sump** (stamped with SSCA logo and serial number)
  2. **1.8 litre Ford Sierra Standard CVH sump**
     - This may be modified to fit, however the overall size/shape of the sump must not be altered in any way. It is permitted to extend the length by a maximum of 5mm.
  3. **Two piece Ford sump as fitted as standard to the "Black Top" engine noted in Rule 1 Permitted Engines**
     - Replacement of the lower steel tin component of the sump with a fabricated steel part, to increase oil capacity, is permitted.
     - Modification of the lower steel tin component of the sump, to increase oil capacity, is permitted.
     - Modification of the original cast aluminum section of the sump is permitted in order to produce an effective sealing sump unit utilising original components from a donor engine that were designed to add strengthening to the block. For example, to fit a level flange to which a replacement lower steel oil-pan can be fitted.
       - The aluminum cast section must NOT be increased in depth or volume.

The lower oil-pan section MUST be a steel component, as described above.

- The overall height is a minimum of 170mm over at least 30% of the length of the block. At least 90mm original aluminum section depth must be retained as per image below.

4. **One piece Ford sump as fitted as standard to the "Silver Top" Zetec Engine.**
    - may modify to fit to as long it is in accordance with the dimensions
    - The lower part of the original cast aluminum section may be modified/removed, however at least the first 90mm must remain as original (see picture on previous page):
    - The cast aluminum lower section may be replaced with a fabricated part or modified to increase oil capacity up to a maximum of 5 litres. The sumps overall height must be a minimum of 170mm over at least 30% of its length.
    - Exterior webbing on the cast aluminum may only be removed to allow for starter motor fitment.
    - The original Silver Top steel baffle plate maybe fitted directly onto the cylinder block by using either of the following methods:
        - Using original "Silver-Top" main-bearing cap bolts with tube spacers
        - Welding 8mm bolts on to the existing main bearing cap bolts. In this case, one of the bolts is also permitted to support the oil pickup pipe.
    - An aluminum baffle plate maybe added, but this must be welded inside the sump.
    - Machining of main bearing bolts is NOT permitted.

- On all Ford sumps it is permitted to modify the oil pick up pipe. The oil pick up pipe mounting bracket may also be modified to fit and a single bearing cap bolt may be used to allow for support and relocation of the oil pick up pipe. No machining of main bearing bolts is permitted.

  THE FOLLOWING ARE ACCEPTABLE MEANS OF SUPPORTING THE PICK UP PIPE
  - Using original "silver top" main bearing cap bolts with tube spacers
  - Welding 8mm bolts onto the existing blacktop main bearing cap bolts is permitted to support the oil pickup pipe only
  - Replacing ONE main bearing cap with a manufactured bolt (the equivalent tensile as standard bolts)
  - Modification of a single bearing cap bolt to allow support and relocation
  - The welding of a stud or bolt
  - Machining or replacing of the remaining main bearing bolts is not permitted (only ONE for pickup pipe support)
  - Modification of the oil pickup pipe is permitted.

ENGINE COVERS

- It is permitted to modify the aluminum cambelt cover and adjoining aluminum plate on the block (as shown highlighted in the photo with a black circle) for the purposes of using wire rope to strap the engine in only.

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 *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.
- The radiator must be mounted in front of the engine, between the chassis.
- Fans are permitted for use but must be securely fitted to the water pump, crankshaft or you can mount on a separate bolt on pulley, bracket or idler/tensioner but you cannot modify the engine block or machine the water pump/crankshaft pulleys.
- Electric fans are permitted.

- No other pump may be used to circulate or assist circulation of the coolant liquid.
- Thermostat housing is free.

18. FUEL

- All cars must use fuel that is freely available from at least 200 roadside service stations in the UK.
- These fuels will conform to either to a British Standard, either BSEN228 (premium unleaded) or BS7800 (super unleaded). i.e. maximum 101 octane on the pump scale.
- Random fuel testing may take place at a number of events during the season.
- The use of additives/octane booster and fuel scents are not allowed.

19. PERFORMANCE MONITORING/ALTERATION

- The installation and/or use of any kind of system(s) or components to facilitate the logging, and/or transmission of engine or chassis data/information/operating-parameters is NOT permitted unless explicitly stated elsewhere in these regulations. This includes, but is not limited to, fittings, wiring, outlets, data loggers, or any other kind of hardware/software.
- The installation and/or use of any kind of system(s) to automatically alter the engine, or car performance, e.g. lambda sensors, is NOT permitted unless explicitly stated elsewhere in these regulations.
- The use of telemetry devices to wirelessly transmit information is NOT permitted.
- Gauges used to display/monitor engine operating parameters, such as oil pressure, water temperature, and engine speed, are permitted, subject to the following:
  - Tachometers that record single peak engine speed (so-called “tell-tale” devices) are permitted.
  - Devices that can record and play back parameters/performance recorded over a period of time are NOT permitted.

20.SIGN WRITING

- The car should be tidy and well presented and the drivers name must appear plainly on the car.
- Only other signwriting confined to sponsors or mechanics names which must at all times have the approval of the SSCA.

21.NUMBERING

- Your SSCA registered number must be displayed on both sides of the car and also on a roof fin plate.
- All numbers must be of a professional appearance, **PAINTED IN A BLACK SOLID STROKES ON A WHITE BACKGROUND**, with an easy readable bold font, no sparkle, shadow or writing allowed in the numbers with no edging colours.
- Regulation side numbers must be 300mm high in 50mm strokes.
- Regulation roof fin numbers must be 225mm high in 25mm strokes. At all points, the fin must have a minimum 125mm upstand from the roof, to be clearly seen by race control. You may have you name, nickname only minimum 50mm high on top of the fin, but must not interfere or touch the numbers with a minimum 15mm white border above the number.
- ***The World Champion may have a gold background to the roof fin (bold black numbers). The World Champion may use the number “1” for the period of their reign.***

22.ROOF COLOURS

- When notified of their grading, drivers will paint the roof of their car in their appropriate colour.
- White, yellow, blue or red down to the tops of their doors. Any driver winning an official ORCi Championship will be required to paint their roof the said colour for that championship:

World	Gold	**British**	Black/White Chequered
European	Red/Yellow Chequered	**National**	Gold Stripe
National Points	Silver	**ORC**	Orange/White Chequered
English	St. George's Cross	**Scottish**	St. Andrew's Cross
Irish Open	Green/White Chequered	**Irish**	Green
UK	Union Jack	**World of Shale**	Gold stripe x2

World Cup	Red/Gold Chequered Stripe Front to Back maximum width 450mm
National Series Rounds	All NS contenders must fit at least one flashing amber light

- All roof grades/champions noted above, must start at the back of the grid.

23. TRANSPONDERS

All cars MUST be fitted with a working transponder for electronic lap-scoring. The permitted transponders are:

i. MyLaps/AMB – Tran-X 260 DP (Direct-Powered)
ii. MyLaps/AMB – Tran-X 260 (Rechargeable)
iii. MyLaps/AMB – Tran-X 160 (Rechargeable)
iv. MyLaps - X2 Car Transponder (Rechargeable)
v. MyLaps - X2 Car Transponder (Direct-Powered)

- *Note: The subscription for the latest X2 range of transponders MUST be activated and the transponder enabled before it can be used on track.*
- The transponder MUST be securely fitted, and working, at all times when the car is on the track or being scrutineered. Care should be taken with rechargeable units to ensure they are securely fitted to the car and will not come loose in an impact; It is recommended that such units are bolted to the car, and backed-up with additional cable-ties, rather than using the plastic mount with an R-clip.
- The transponder MUST be fitted 1.8 metres back from the front most position of the car and in the passenger side area and visible inside the car.
- A hole of at least 150mm square (or in diameter) is required in the floor, with the transponder fitted vertically, at floor level. Care should be taken to ensure a clear line of signal from the transponder to the ground.
- In the event of a dispute with the transponder result, the Steward of the meeting will make the final decision, however, if the driver is found to have fitted the transponder further forward that the required 1.8 metres, then the driver will be excluded from the meeting.
- Results will NOT be credited to a driver if their transponder fails to operate from the start of the meeting.

- Transponders are available from MYLAPS Sports Timing (www.mylaps.com) and HS Sports (www.hssports.co.uk).

24. RACEIVERS

All drivers must now use a raceiver, a radio that allows the meeting steward to speak to all drivers. Raceivers are there to aid a driver. Drivers must still be aware of any on track incidents. If a driver cannot hear any radio communications, they must retire to the infield.

25. FIRE EXTINGUISHERS

A dry powder or gas type fire extinguisher minimum of 2kg must be carried in the competitors tow vehicle/transporter at all times and within easy reach especially when refueling the race cars, as per the ORCi guidelines.

26. DRIVER SAFTEY EQUIPMENT SPECIFICATION REGULATIONS

The “Driver Safety Equipment Specification Regulations” are a common set of regulations produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves, race suits etc) will be retained during the meeting by the scrutineer, Promoter or appointed Official and will be returned to the driver at the end of the meeting.

These regulations are located in the “Technical” section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:-
ORCI Website Technical section:- http://www.orci.co.uk/Content/Technical
ORCi Website Home-page:- http://www.orci.co.uk/Home

27. RULES OF RACING

The use of alcohol or any non-prescription drugs or substances is totally prohibited, before or during a race meeting.
For ORCi Rules of Racing go to:- http://www.orci.co.uk/Content/Technical

SCRUTINEERING/TECHNICAL CHECKS

- Any faults and discrepancies will be put in your drivers licence/log book, if no licence available these will be sent direct to the SSCA and all Promoters and scrutineers for your next meeting for future reference.
- If you loose/forget your licence book and are issued with a day licence on a regular basis, this will be reported to the SSCA and may result in possibly disciplinary action.
- If you run a hire car or your car is regularly loaned or hired out for more than 3 meetings per a calendar season, you will need to contact the licence office for a separate licence/log book for your car only (a fee may be charged), so all faults can be recorded, as a driver may be on a day licence.
- Repeat faults found on any cars you will be refused to race until rectified, so make sure all your equipment and car are correct to the SSCA rule book.

28. DISCLAIMER AND SCOPE

Saloon Stock Cars is a contact formula where accident or injury risk are inherent. This rule book aims to minimize those risks wherever reasonably practical.
By signing an licence application, all drivers accept that motorsport is dangerous and agree to compete under those conditions.
SSCA may amend or update rules at any time for health and safety requirements or competitive reasons.

REVISED RULES FOR 2026 IN BOLD/ITALIC/RED PRINT