

Mendips Raceway Drivers Meeting November 17th 2017

Bangers

Draft Fixtures- 2018 were announced and discussed.

Car Construction- we run our own version of National Rules which works for us.

England V Wales team race- will be teams of 10/15/20 First leg is at the Raceway on Sunday March 18th, and the return match on 15th July at St Brides. For English team contact Rob Mills, and for the Welsh Team Debbie Fry.

THUNDERBOLT -will be full contact for 2018 . Prize and money to be sorted as 5x top tins at £50 DD £250, Final:- £300, £200, £100, £50, £25 Best Wreck £100,

Old Skool-Finals will be more contact without follow ins, and T bones,

Back to Basics working well, and always well supported. Car rules need to be strict, and racing rules need to be adhered to. Needs plenty foam around door and door plates.

Van Bangers for 2018 this is to be diesel only, rather than specials. Pump guards allowed , weld engines in. Any old or unusual petrol vehicles please contact Rob Mills to check eligibility.

There was discussion over a season long DD championship.

Points:-National Banger meeting attendance points increase from 5-10.

Build for Graham Salter meeting:- No sticky tyres permitted, side plates permitted, Entry form with rules on the form.

Wristbands will be issued after drivers briefing, and drivers not attending will not be allowed on track

Bangers (Rookies) No rule changes

Robins

Car Construction Rules:- No change but be careful of fuel lines outside of roll cage.

Racing rules:- Not automatic yellow flags for rollovers, unless thumbs down.

Fixtures 2018:- 6 dates for 2018 including World Cup in September.

Entertainers League Points :- no change. No points on caravan race. Ramp race will be won by drivers over the ramp.

Junior Rods

Car construction rules:- Lowering of cars has been proposed and rejected, but a method of checking ride heights will be developed by placing a preset block under car to establish height. Fitting of safety harnesses-must go to eyelets and not wrapped around roll cages. Proper stop lights are required not LEDs. Transponder position should be in a set position-say 1.2m from the front of car. 16 valve engines not to be permitted .Door mirrors compulsory on both sides.

Fixtures :- -7 meetings in 2018.

Parents representative:-Andy Bennett has volunteered to be representative. Parents are not allowed to be present at discipline in the box. Parents are responsible for their children and may not abuse any other child.

Grids and Points :- Matt Anderson offered to continue with grids, but Jack will take this on. Top 16 to Final to continue and should any one drop out then driver 17 can take part.

Age Limit:-From 2018, no driver can race after 16th birthday.

Potential yellow grade:- superstar grade to be introduced for 2018 with the three top drivers in the points as superstars.

Special Rods

Car construction rules:-need to keep these stable so there are no changes for 2018 except the Zetec and BMW rules.. Seat belts around roll cages rather than eyelets. Improvement in the look and appearance of cars .

Fixtures 2018: after a positive second half of the season 7 dates were drafted for 2018

Zetec Engine A set of rules proposed by Dan Latimer were accepted. And are reproduced below.

ZETEC ENGINE

The only permitted Zetec engine is the Ford 1597+1598cc 16 Valve 'Zetec (codes L1E,L1H,L1J,L1F,L1N,L1Q) with nominal bore 76.00mm and stroke 88.00mm. Or new standard uncoded Ford replacement complete engine. Production tolerances are permitted.

Specifications of the Zetec Engine are further detailed below as follows :

ENGINE GENERAL

Engines will be mounted upright, and aligned centre of the chassis.

The use of non-standard replacement fasteners, nuts, bolts, screws, studs and washers are permitted.

Gaskets are free.

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

Any machining marks on cast components resulting from manufacturing procedures will not cause disqualification.

The exterior surfaces only (of the complete engine assembly) of ferrous parts may be protected by paint or similar means.

Only Ford standard parts (Parts manufactured by Ford or a Ford Motor Company authorised sub contractor) specifically for the engine codes provided can be used in this formula.

CYLINDER BLOCK

It is not permitted, as means of repair, to replace damaged cylinder bores with cylinder liners.

The crankcase breather may be modified, including removal, as long as no air and/or oil escape from this area other than through pipe-work to the catch tank.

Pistons must not protrude above block deck face at any point.

Standard oil dipstick tube and dipstick must be fitted.

It is not permitted to remove or modify the four standard oil spray jets.

Overboring is not permitted.

OIL PUMP

It is not permitted to modify the standard Ford oil pump/front cover in any way.

CYLINDER HEAD (INCLUDING VALVES AND VALVE GEAR)

No work that removes, adds, replaces, or transfers material is allowed on the cylinder head with the following exceptions.

- ❖ Simple cleaning which does not alter in any way the shape of the component.
- ❖ Minimal material removal from the head face to correct combustion chamber volume and/or reclaim head

flatness.

The cam cover assembly cannot be modified or replaced.

The oil filler cap shall be sealed by spring/lock wire or similar.

All valve train components must remain standard.

Valves must remain standard Ford supplied items, no re-profiling or polishing is permitted.

Standard valve stem seals must be retained.

CAMSHAFTS AND PULLEYS

The only permitted camshafts are the standard production camshafts from any Ford Zetec E 'Silvertop or Blacktop' with the Original Ford casting ring identification marks.

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, re-grind or re-profile. Only the production surface finish is permitted. Shot peening, shot blasting, surface treatments or polishing are prohibited.

The only permitted camshaft drive pulleys are the standard Ford items.

The cam drive pulleys may be keyed to the camshaft by dowel only.

The sprung loaded cambelt tensioner may be locked or replaced with fixed item.

CONNECTING RODS

Connecting rods must be standard.

Machining/grinding is not permitted to remove metal from the connecting rod or cap.

Polishing is prohibited.

Connecting rod bolts are free subject to them remaining in ferrous material.

PISTONS

Pistons must be standard production pistons unmodified in any way.

CRANKSHAFT

A standard crankshaft must be used.

Crankshaft journals must remain within Ford positional tolerances if a repair re-grind is carried out.

Additional drives to water pump may use this pulley, or extra pulleys mounted in front of the crankshaft damper.

The crank journals may be re-ground for reclaim.

Standard oversize and undersize bearings are permitted.

FLYWHEEL AND CLUTCH

Standard or Aftermarket flywheels are permitted providing they are manufactured from a ferrous material.

Minimum weight including ring gear (excluding clutch) is 6.2KG.

Flywheel bolts are free subject to them remaining in ferrous material.

Clutch to be standard Ford Pinto based 8.5" (8 ½") item only.

No competition items.

SUMP AND PICK UP PIPE

Oil sump and oil pick up pipe are free. It is permitted to relieve the front crossmember to use the Mondeo sump.

OIL FILTER

Oil filters are free.

OIL COOLERS

No oil cooler is permitted.

COOLING SYSTEM

A water based liquid cooling system is mandatory.

The standard production water pump and housing must be retained, although drive to the pump, its rotational speed and direction may be changed.

The radiator and associated pipes are free.

No other pump may be used to circulate or assist circulation of the coolant liquid.

Thermostat housing is free.

ENGINE IGNITION CONTROL UNIT (ECU) AND ELECTRICAL

The only means of ignition will be by use of Ford crankshaft speed sensor fitted to the standard manual sensor housing and Ford based ignition coil.

No other sensors engine or chassis permitted.

Ignition Control Unit (ECU) is free.

The coil unit may be re-positioned.

The HT leads to the sparking plugs are free.

Sparking plugs are free, provided they fit the engine without any modification to the cylinder head or the sparking plug and that the sparking plugs place the spark gap in the same position as the production sparking plug within the combustion chamber.

INLET MANIFOLD

Any fabricated inlet manifold can be used, including any adaptor plates required to mount manifolds from other 'Ford' engines.

CARBURETTOR

Only the standard Weber 32/36 DGV/A carburettor may be used with a maximum sized chokes of 26mm and 27mm.

No polishing or re-profiling is allowed.

Gaskets must be original or replicas of original (i.e. no modified gaskets).

Main jets, primary and secondary jets, auxiliary venturi, and emulsion tubes may be replaced with a different size of the same part.

Accelerator pump jets may be changed, but face downwards towards butterflies.

Butterflies may be modified to open together, replacement spindles may be fitted with standard screws. Cold starting devices may be removed, with retaining lugs and subsequent holes blanked off.

Air and fuel galleries may not be enlarged or modified; fuel may enter needle valve/float chamber from either side. Floats may not be modified or weighted, and must control the fuel flow.

Needle valves may not be larger than 250, and not enlarged or modified.

The power valve must be fitted in the base of the fuel bowl, but may be sealed off, and the diaphragm may be removed.

EXHAUST

A original Ford zetec exhaust manifold to be which must remain standard, you can weld to this, making your own exhaust, but stainless steel must not be used.

BMW Bodyshells It was agreed to allow BMW E36 Coupe or saloon bodyshells to be used with Pinto or Zetec engines. Any make of production tyre permitted on original size rims.

Points-Must be equal points for all meetings?

Grids:-Starting grids will be be predrawn based on points .

Hot Rods

Grids:- free draw and cars starting in groups of four with rolling start.

West of England Points still not to be included in National Points.

Parkhouse Trophy to run in June.