

Updates, clarifications, definitions and measurements

The car must retain the original Vin number in the various locations and the manufacturers vin plate should also be fitted.

It is only permissible to use a strap to connect to the existing towing eye mounting point on the cars to avoid damage in a contact situation. Where a solid bracket is used, the towing eye must not protrude beyond the bodywork of the vehicle.

It is not permitted to use components from the early model on the late model and vice versa where there is any difference in the specification or fitment of these components and this includes engines where there is a difference in some ancillary and sensor connections.

Vin numbers will be checked to ensure the chassis is that of a standard car.

The wheelbase for the car is: 2446mm

The front track for the car is: 1429mm

The rear track for the car is: 1384mm

The driver's door must have an interior fire proof door card fitted

The steering lock must be disabled and the roller pin removed from the steering barrel to allow any Ford key to operate the ignition. This is to facilitate change of ECU's.

The Front Anti roll bar must be a standard unit of 15mm diameter, of standard construction and must be mounted in the original location with the standard links. No rear Anti Roll bar is permitted.

The front ride height is measured as the distance between the ground and the bottom of the sump and must be 12cm or greater.

The rear ride height is a minimum of 150mm, measured as the distance between the ground and the point where the rear axle is mounted to the chassis of the car.

No Data Logging systems or additional gauges are permitted.

It is permitted to modify or remove the airbag/dash support bar to facilitate roll cage installation.

Headlights must remain complete and working. They should have tape applied in a manner which still allows some visibility of the light when illuminated.

The engine must run the standard valve adjustment mechanism and the standard valve timing as per manufacturer's specification and which will be checked at events.

No mechanism is permitted to vary the amount of camber or castor which must remain standard. The maximum tolerance permitted for camber is: 0 degrees to 1 degree & 40 minutes negative.

No Nylon or Polybush replacements are permitted.

The control spring: G-Max - GMX30F032I must be used and unmodified and remain with 5.5 coils in length. (Front Spring)

The original unmodified Fiesta Zetec 1.25 stub axels must be used and fitted in accordance with manufacturer's specification.

The maximum tolerance for rear camber is: 0 degrees to 1 degree & 15 minutes (Negative). The maximum tolerance for rear Tow In setting is: 0 to 3mm toe in.

It is not permitted to cut any more than two coils off the rear spring which must measure at least 9 coils in length.

The top mounting mechanism must be assembled correctly and in accordance with the manufacturer's specification and the standard bump stop must be fitted. It is permitted to cut 20mm off the bump stop in accordance with G Max instructions. No other additions or interference to the bump stop is permitted.

The only gearbox permitted is the standard 5 speed unit as fitted to the production 1.25 Zetec car with the following ratios;

1st- 3.58, 2nd -2.04, 3rd -1.32, 4th -0.95, 5th- 0.76, Reverse - 3.62
or

1st- 3.58, 2nd -1.93, 3rd -1.28, 4th -0.95, 5th- 0.76, Reverse - 3.62

The Differential must be standard with a ratio of : 4.06 | 1 or 4.27 | 1 and no form of Limited Slip Differential is permitted.

It is permitted to replace the standard battery with a competition type and to move the battery inside the vehicle and locate it in the passenger's area. Where a battery is located in this area it must be of sealed construction and placed in a battery box.

As per manufacturers vin number, cars supplied without power steering should have no power steering fitted and cars supplied with power steering must have it fitted and fully operational.

On or before the first race competitors must submit the 6 tyres to the promoters for marking against their entry.

It is not permitted to modify or interfere with any of the fuel supply or return pipes.

The fuel pressure must remain standard and must not exceed 2.7 Bar when measured at idle with the vacuum pipe connected. The vacuum pipe must be fitted to the fuel pressure regulator and fully operational at all times.