

SECTION ONE RACING CLASSES

Applicable to all championship and Club events:. All classes will be made available at Championship meetings, but certain Clubs do not run all classes independently at Club meetings - check before entering. Classes may be combined if necessary due to the lack of entries, at the discretion of the Host Club Competition Secretary. The following classes are available for 2010

**All Groups are single engine & two wheel drive only
ARP nuts/bolts are permitted on all groups**

JUNIORS: 1000cc pushrod or single OHC engines permitted.
at Club Level 10yrs - 16yrs Single point injection allowed
SEGTO ROUNDS No novice or white tops
12yrs - 16yrs

PRODUCTION:: Up to 1000cc FWD and 1100cc RWD.
SALOONS "A": OHV or OHC as homologation list

PRODUCTION: Up to 1300cc Front wheel drive, rear
SALOONS "B" wheel drive, single OHC, or OHV
MOD- Up to 1600cc front wheel drive, rear
SALOONS "C" wheel drive, OHV, or single std OHC
At SEGTO rounds they will be amalgamated.
Clubs may still run separate groups.

HOT RODS: Front Engine FWD. Rear engine RWD
"1450" Modified saloons/pickup a maximum of 1450cc
Multi valve. Multi point fuel injection is permitted.

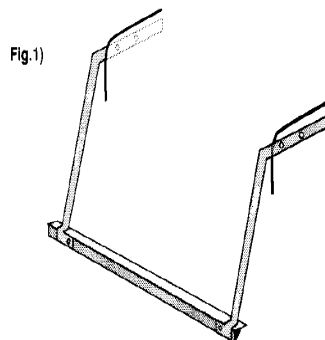
SUPER Any modified saloon of any drive,
SALOONS: unlimited engine size.
Fuel injection is permitted.

SPECIALS: Open wheeled specials. OHV or OHC
Standard Multi valve only. Up to 2001cc
+60thou overbore, with some tuning
restrictions. Single engine only

FULL SPECIFICATION OF EACH CLASS SEE SEPARATE RULES.

SECTION ONE RULES APPLICABLE TO ALL SEGTO CLUBS FOR 2010

- 1. Presentation of cars.** All vehicles used, i.e. saloons, hatchbacks, pickups must retain the manufacturer's original silhouette, i.e. no cut downs. If a hatchback is used it must be fitted with original tailgate. Vehicles must be presented in a clean and tidy condition. All body panels, doors, bonnets and wings must be securely attached. Doors bonnet and boot must be securely retained with quick release fixing's. Bungee straps and rubber hooks alone are not adequate. If any of the above become detached during racing this may incur a penalty. Boot floor must remain as standard if spare wheel well is excessively corroded it may be removed but must be replaced with material no more than original thickness in flat steel. No saloons shall be fitted with dumb irons or structural steel fenders, such as angle irons, joists, tubes or other circular or rectangle section at the front, rear, and sides of cars. Original steel bumpers to be removed. Integral plastic bumpers are permitted. Radiator or any other cooling system pipes that run through the driver's compartment must be of metal and completely shielded from the driver. Ballast in any form is not permitted. (Juniors, Prod A, B, & Mod C distributors must be fitted with vacuum capable of working). No distributor protection allowed. Electronic traction control not permitted. Isolator switch must be in the rear driver's side triangle on the roll cage. Towing eyes front and rear are recommended.
- 2. Body Shells & Suspension All production drivers please note:** - all cars must be as they were produced by the manufacturers, except for permitted modifications. **Juniors, Prod A, B, Mod C** The body shell and sub frame of all cars must be of steel as standard. Bonnets, boots & doors may be skinned. Doors must be able to be opened from the inside and outside. Drivers must be able to open door from inside while sitting in the seat. One-piece fronts on BL Minis must be detachable as a whole and be clipped with bonnet pins or clips, not bolted. BL Mini's with detachable one piece front, steel or otherwise will be allowed 2 lengths of 1" (25mm) x 1" (25mm) box or round tube of no more than 10swg bolted at both ends diagonally from fitch panel to subframe, (see figure 1).



Flip fronts, one piece detachable fronts (where inner fitches have been removed) can be fitted with 2 x 13mm headed bolts on inside/A panel, and plate same size as body work, 2 pins or clips on top. Grilles must be a maximum 18g. and not be replaced with checker plate. No welded grille.

All internal structural bodywork must be retained, no drilling of structural panels i.e:- door posts, floor, inner wings, bulkheads and tailgate. Inner flitches forward of front suspension point may be removed no strengthening allowed, and must not be braced. A bar to support grille may be used no more than 18 gauge maximum, and must be "U" section(2") 5cm x (1") 2.5cm, inner wing must not be cut within the suspension. All saloons must retain their original or soundly constructed substitute rear parcel shelf. Shock absorbers may be uprated and the mountings relocated. Coil over shock absorbers are not permitted, unless fitted as standard. No other suspension modifications, apart from camber/caster, KPI improvements allowed. Standard items may be lowered. Quick steering racks are not permitted in Juniors Prod A & **Prod B**. No aerofoils, spoilers or air scoops, if arches and sills are fitted, they must not exceed 2" (50mm) wide at their uppermost point of fixing. All sharp edges must be made smooth ,If the original front panels are not available (i.e. Starlets), a replacement flat panel of not more than 18g. mild steel may be used, & must be straight & flat but must not exceed past the front edge of the front wing. Plastic bumper may be fitted if required. It is prohibited to reinforce the front apron/panel. Suspension must not be adjustable.

Mod C only Quick racks & lowering blocks are permitted. **1450 & Super Saloons** Any fibreglass must not exceed ¼" (6mm) thick. GRP bodied S/Saloon & 1450 fitted with space frames must have steel plate welded to roll cage under roof. Kevlar doors are permitted in "1450" & Super Saloons. Skirts or extension sills are permitted but must not exceed the original panel part thickness if constructed of steel. All sharp edges must be made smooth. No double skinning of body panels allowed. Any patching of exterior panels must not exceed the thickness of original panel part. All drivers compartments must remain metal and sealed from the track. Both front doors must open with easily accessible fixings. Cut down doors are not permitted. Doors must open on hinges or be detachable. Fibreglass or Kevlar panels may be used to substitute any exterior panels, at SEGTO discretion. Manufactured Pickups must retain their original silhouette; if rear bulkhead removed, bed must be covered with metal to shield driver from the track. . Any non-original engine/body configuration must be fitted with a 10 gauge scatter shield bolted to bellhousing between the engine and driver. **Towing/lifting eyes front and rear are recommended.**

3. **Engine Sealing.** It will be the drivers responsibility to ensure that the following bolts are drilled to enable the engine to be sealed should the need arise.

Prod A, Prod B, Mod C

1 Head Bolt	1 Block to Bellhousing Bolt.
1 Sump to Block Bolt	1 Timing Cover Bolt.
1 Inlet Manifold Bolt.	1 Rocker Box head Bolt
1 Carb to Manifold Bolt.	1 Diff Bolt

1450, & Specials

1 Sump Bolt 1 Rocker to Head Bolt 1 Head Bolt

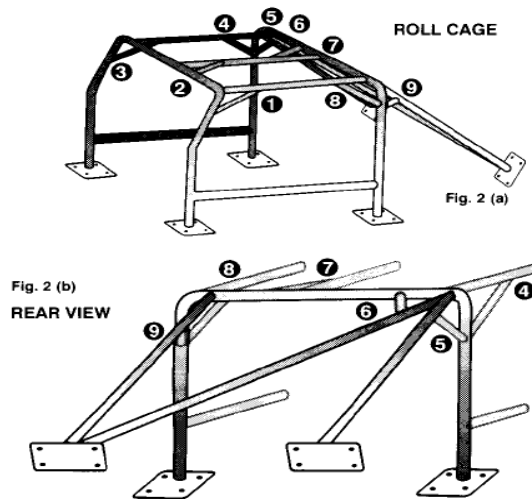
Pinto head bolts cannot be drilled therefore cam cover on each side to be drilled.

4. **Sharp Edges.** All sharp edges must be smoothed off. All cars must be of sound construction and condition, and must have a positive fastening on all doors and body parts:- there must be no dangerous sharp edges to bodywork. All cars that roll will be subject to Re-Scrutineering

5. **Fireproof Bulkheads.** All cars must have protective bulkheads of non-flammable material between the engine and driver, and between the fuel tank and driver, capable of preventing the passage of fluid, flame or steam, etc. All gaps must be sealed with flame retardant material.
6. **Fire Extinguishers.** Fire extinguishers in race car optional, but all drivers must have one with their race number stamped/painted on it and it must be taken to scrutineering. If fixed in the car drivers must familiarise themselves with the method of operation of their respective extinguishers. Fire extinguishers must be a minimum of .9 kilo. Size 7.
7. **Fuel Lines and Tanks.** Petrol from Service Stations pumps only. Octane booster only permitted. Fuel lines must run inside the car, and be of metal. Where fuel line passes through the bulkhead or panel it must be protected by properly fitted grommets in rubber or other suitable material to prevent chafing. Proprietary fuel taps are permitted. There must be no rubber joints in the drivers compartment. Tanks must be of a maximum 2-gallon capacity and fitted with a breather vent open below the bottom level of the tank which continues through the floor to prevent spillage if inverted. Tanks must have positive sealing caps. Original fuel tanks must be removed. The tank must be isolated from the driver behind a fireproof bulkhead or in a fireproof box, within the confines of the suspension points, and securely fitted. If fuel tank and or fuel pump is fitted under the bonnet all bulkhead & scuttle panel holes must be covered. Scrutineers to advise driver of opened engine race cars they must have adequate protection from fuel tanks, not only for driver also other competitors Any oil pipe that runs through the drivers compartment must be steel braided.
8. **Nitrous Oxide.** No injection of Nitrous Oxide or any forced induction of gas of this type is permitted in any class.
9. **Roll Bars/Cages & Space Frames.** All non contact groups must have a soundly constructed full roll cage (see diagram figures 2a & 2b.) fixed to the body or chassis, welded to footplate minimum size 4" x 4" (or 100mm x 100mm) bolted or welded to car, not on sill bar, if fitted with sill bar 4"x4" plate must be welded from bar to floor. The surrounding floor area must be sound. Minimum requirements for all cages are 1¼" (30mm) tube or 1¼" box section (30mm x 30mm) of not less than 12swg. (2.5mm). Two bracing struts must be fitted to the rear hoop. A centre bar from the front to rear between the main hoops must be fitted, or this may be diagonal form corner to corner.

A diagonal bracing strut must be fitted from the drivers head to lower fixing of rear bar.(see figure 2b) All joints must be welded or bolted if on an approved manufacturers roll cage. If full width hoops are cut and welded there must be additional webs welded or bolted minimum size 2" x 2" x 10 gauge (50mm x 50mm).

All welded in roll cages must have web's on all welded roof joints, a total of nine web's in roof joints, or tubes may be fitted to triangulate right angles. All bolt together roll cages must have a minimum of two (2) bolts per joint if not they must have web's.. A 'chicken bar' must be fitted at hip height on drivers side in the door aperture, (Specials on both sides) minimum tube size as for roll cages, welded or bolted between front and rear uprights of roll cage. Chassis/roll cage must stop 6" short of front & rear panel. Alloy cages are not permitted



SPACE FRAMES for 1450 & Super Saloons: All body shells must retain original silhouette with complete steel roof. The construction of space frame vehicles must have roll cage or drivers cell constructed of round or square section tube. Any construction other than engine/gearbox and suspension supports forward of front suspension & behind rear suspension must not be of a type that can be classed as ironing up. Any heavy metal i.e. Chassis/roll cage must stop 6" short of front & rear panel.

Minimum Roll cage tube sizes, Round 30mm or 1¼" dia.

Square 30mm x 30mm or 1¼" x 1¼"

Minimum thickness of 2.64mm or 12swg.

All subject to SEGTO Scrutineers discretion.

Alloy Cages are not permitted.

1. **Batteries** All must be covered with a non-metallic material and securely fixed so they do not become dislodged in the event of an accident of any kind. If fitted inside the car driving compartment, they must be securely fitted within a box and leak proofed, if fitted in the boot the battery must be segregated from the fuel tank and covered in non-metallic material. Maximum two batteries to be fitted, and these of reasonable size 2 x 6volt or 2 x 12volt.
11. **Master switch/ignition switch on all groups** Key type ignition switches must not be used. Only lever operated or push/pull switches will be accepted, and must be marked "ON" and "OFF". Steering lock mechanisms must be removed. Isolator switch must be in the rear drivers side triangle on the roll cage and must be capable of isolating battery ,and cutting engine. **And must be marked On/Off**
12. **Brake Lights** All cars must be equipped with two rear lights of the anti-crash type, i.e. fog lights, fitted one each side of rear of car. Multi LED units are permitted, on saloons inside rear window aperture. These must be operated by depression of the car foot brake pedal only.
13. **Starter Motor** Starter motors must be fitted and be capable of starting the engine at all times.
14. **Wheel Spacers:** are not permitted on any production groups, (1450 & Super Saloons fitted with wheel spacers must not exceed 1" (25mm) thickness). Multiple or laminated spacers prohibited
15. **Wheels Tyres and Brakes** Brake pipes must run through the drivers compartment.

Efficient brakes must be on all wheels at all times, Hand brake is optional. Cars must not have more than four wheels, All nuts securing wheels to be of steel and in thread contact over a minimum length of 1 ½ times bolt/stud diameter.

Safety wheel nuts to prevent wheels pulling off over standard nut are recommended. Scrutineers should advise drivers, they should check with SEGTO/club reps that the tyres they intend to use are legal, for the group they are racing in, as some tyres marked road legal could be deemed illegal by SEGTO committee, and not within the spirit of the rules.

Juniors Prod A, B, & Mod C: brakes are free within the manufacturers model range. Adjustable bias brakes valves are not permitted. All groups can use alloy wheels provided correct wheel nuts and studs/bolts are used. Colway max sport intermediates are not allowed.

Juniors, Prod A: Wheel diameters are free but must not exceed 6”J width. Wheel spacers must not be used unless fitted as standard equipment for the cars concerned. Any disc 7 or 7 ½ “ single pot calipers only. No vented discs, unless fitted as standard. No modification to rear brakes. Road legal tyres only permitted and maximum tyre size must not exceed 560 or 165. Yokohama’s only AO32R are permitted.

Prod B: tyres: sizes up to 175 section are permitted

Mod C: wheel diameters are free but must not exceed 6J width. Tyres marked in any way for road racing or competition use are not permitted. E or DOT. Marks must be visible, remoulds are permitted. No Hoosiers nor intermediates; Yokohama’s AO32R or AO21R are permitted. Any tyre that a competitor is not sure is suitable for use should check with SEGTO Committee.

The SEGTO committee reserve the right to review tyre regs, as they develop.

Tyres outside edges must remain within the confines of the bodywork. Tubed tyres are recommended. No more than two wheels to be fitted to one axle.

All cars must retain same diameter wheels on same axle. No stud or chained tyres permitted. Sidewall gaiters are not permitted.

Efficient brakes must be on all wheels at all times.

Brakes are free within manufacturers range.

Super Saloons 1450 & Specials: Wheel width must not exceed 10J. Outside edges of tyres must remain within the confines of the bodywork. Tubed tyres are recommended. No more than two wheels to be fitted to one axle. All cars must retain same diameter wheels on same axle. No stud or chained tyres permitted. Sidewall gaiters are not permitted. Efficient brakes must be on all wheels at all times. Brake pipes must run through the drivers compartment. Scrutineers to advise drivers of opened engine race cars they must have adequate protection for fuel tanks, not only for driver but other competitors.

16.Exhaust Systems. All vehicles must have efficient exhaust system. A decibel reading of 98 decibels measured on the track under racing conditions will be enforced. The exhaust system must be isolated from the driver i.e. beneath the floor or if run inside the car, secured (for protection purposes) in casings of sound material. Inadequate/faulty systems or losing part of the exhaust while competing may result in disqualification.

- 17. Racing Numbers.** Racing numbers will be allocated when enrolling with a club. Numbers must be displayed on both sides of the vehicle and may be of a contrasting colour, and as large as possible, minimum 10 inches high with a stroke width minimum of 1.5 inches. The club prefix must also be displayed before the number, minimum of 4 inches high (102mm). Prefix letters as follows.
Southern Autosport Association: = S. Standlake Arena: = X
Tongham Motor Club:= T
- All cars must have a roof fin fitted above the gutter line, not to the side of vehicle. The roof fin must be white and be big enough to carry a solid black club prefix before the number, minimum 4 inches high, with a stroke width minimum of half an inch, and solid black numbers, minimum 6”(153mm)high ,and minimum stroke width 1” (25mm). It is the drivers responsibility to ensure their vehicles prefix and numbers can be clearly seen to enable them to be lap scored, especially at SEGTO rounds where there may be more than one car carrying the same number
- Specials** may only carry a solid black club prefix and number on a white roof fin or white end plates of spoiler if fitted, as large as possible, prefix minimum of 4 inches high, with a stroke width of half an inch, numbers minimum 6 inches high, stroke width minimum of 1 inch. Only the appropriate numbers shall be displayed during practice and racing. Other numbers must be adequately covered or removed altogether. The driver's name must be displayed on the car. The group name must be displayed on the passengers side front roof corner minimum (4") 102mm high.
- 18. Mirrors.** Vehicles must be fitted with adequate rear view mirror/s, these should not be made of glass
- 19. Glass.** The only glass permitted is a laminated windscreen. Side window and rear screen if fitted must be Lexan only. A non-metallic door net must be fitted drivers side (no solid objects ie plastic/Lexon) it must start at “B” post and go forward on all vehicles excluding Specials. All windows must be clear not tinted. A steel mesh grille of minimum 10g. maximum 25mm sq. must be fitted over full width of windscreen openings. If fitted with windscreen wiper/washer, washer tank must not exceed 4 gallons capacity and must be fitted immediately behind the drivers seat.
- 20. Crash Helmets, Seat and Seat Belts.** The wearing of crash helmets and seat belts is compulsory under practice and race conditions. Crash helmets must be of BS 6658, Snell 70, 80 & 90 EC 22.05 P/J0511884 standard and must not be fitted with a chin pad. Helmets that do not comply will be confiscated. Seat belts must be of the full harness type minimum 5 point fixing. Rear fixing must be at 45 degrees to seat back for non-racing seats. Manufactured racing seat with correct slots for the seat belts to go through are allowed a maximum of 90 degrees. Lap and diagonal belts not permitted. Seats must remain in or as near as possible to the original position and must not tilt, hinge or fold. Seats must be bolted securely and rigidly to the floor at the minimum of four points. It is recommended that strengthening plates be fitted between the floor and seat. If runners are fitted to the seat both halves must be bolted together. Original seat belt fixings points in saloons may be used, provided that the surrounding area is sound. When bolted through the floor, seat belt fixings must have a minimum sized plate washer of 3" x 2" x 1/8" (80mm x 80mm x 3mm) through which seat belt securing must pass. Fibreglass seats are not permitted but

proprietary Kevlar seats are acceptable. High back seats incorporating head restraints are Compulsory. Neck braces are highly recommended.

21. **Visors.** Visors or goggles are compulsory and must be worn during practice and racing. They must be of shatterproof construction and must be worn at all times, if removed during racing driver may be black-flagged.
22. **Clothing.** Drivers must wear full overalls during practice and racing. Clothing of fireproof material is strongly recommended. Nylon is not permitted. Gloves are compulsory at some tracks. Please check before racing, as at some tracks fire-retardant overalls must be worn.
23. **Loose Equipment.** All loose equipment must be removed from inside the vehicle when presented at scrutineering.

SECTION THREE MEETING PROCEDURE 2010

24 Flag Signals and Race Procedure. All penalties awarded to drivers i.e.:-

Crossed flag, black flag, docking of places to be recorded on lap sheets and signed by clerk of the course on the day.

Drivers will be informed at drivers briefing if host club use any other flags.

Green flag or light will be used to start racing under the direction of the Clerk of the Course.

Red flag or light displayed by marshal or course official means that all competitors STOP in a safe manner and remain stopped until directed to move by marshal or course official.

Yellow flag is displayed caution no overtaking until obstruction is passed.

Blue flag directed at a specific driver means that said driver is about to be lapped and must hold their line.

Black Cross means that the offending driver may continue racing and will be docked at least one place and must report to the Clerk of the Course when race is finished.

A rolled black flag is a warning, you are being watched.

A Black Flag must be accompanied by a number board directed at a specific driver indicates that said driver has been observed to have committed an offence, or have mechanical problems. The offending driver must pull off safely into the inner area of the course and report to the Clerk of the Course. If the same driver incurs the display of the black flag a second time during the meeting he/she will immediately retire from the race and may be banned for the rest of the meeting.

Black flags will be totted up i.e.: drivers receiving two black flags (for misconduct) at SEGTO Championship rounds will receive a letter reminding them if they receive a third they will be banned from the next meeting.

Black and White Chequered Flag indicates the end of race. The decision of the Clerk of the Course is final. All clerk of the course to attend the committee meeting following his/her SEGTO round. No appeal will be allowed, marshal/s shall be considered judges of the fact. Trial by video will not be permitted. Racing vehicles must finish heats and final under own engine power. The signal to start at SEGTO rounds will be by green flag or lights. At club meetings it may vary. If a heat or final has to be stopped for any reason howsoever caused by a set of circumstances caused by driver or drivers then said driver/drivers deemed to have been the cause of the stoppage will not be allowed to start the re-run or re-start. If a heat or final has

progressed over half its total distance then the resulting order of cars at the time will be deemed to be the finishing order and race will be completed. All re-starts will be in grid order and run over full race distance later in the meeting, consisting only of the cars that were still running at the time the race was stopped, at the Clerk of the Course's discretion. At the end of the race competitors should not brake immediately after receiving the finishing flag but should continue round circuit until red flags are shown. If a race is stopped for any reason and is to be restarted, a competitor may NOT leave the track to carry out or effect repairs until the race has finished. NO outside assistance is permitted.

25. Number of Laps/Points. Number of laps is determined by host club, and must be shown at start of each race. Points at SEGTO rounds only 10 down to 1, Each group maintains it's own championship.

26. Driving. Any driver adopting excessive aggressive tactics will be immediately banned from the meeting and will forfeit his/her entry fee after being shown the black flag, see clause 24.

Deliberate baulking will be penalised. Absolutely no contact allowed. If a complaint is made about a competitor's driving on the day, a meeting will be held (either on the day or at the next SEGTO committee meeting) for both parties concerned to put their points of view forward, parties concerned will be informed at the race meeting. An appeal can be made in writing to the SEGTO committee and must be received before the next SEGTO committee meeting.

27. Accidents. In the event of an accident only the course marshals, club officials, Safety Officer and First Aid personal will be permitted on to the circuit. Under No Circumstances whatsoever. unless specifically directed by the Clerk of the Course, will co-drivers, mechanics or friends be allowed on the circuit.

28. Tow trucks. Tow trucks and breakdown vehicles will only enter the circuit at the direction of the Clerk of the Course. No matter what the circumstances, they must stay behind the safety barrier until authorised to proceed.

29. Protest. Technical Chairman should guide on all things technical.

Technical Chairman & 2 committee members to decide who's (if any) vehicles are to be sealed at any meeting. Protest against vehicle eligibility must be made in writing including vehicle race number and signed by the protesting competitor, and lodged not later than 30 minutes after the end of the final race with the clerk of the course or stewards of the meeting accompanied by a £100.00 fee. The officials may then order the protested vehicle, engine or other component to be examined immediately, or such parts may be sealed for examination at the discretion of the club. In the case of strip-down at the end of season, driver and vehicle must be available on the 2nd & 3rd Sundays of November at a venue to be decided. If the driver of the car fails to make the car available for strip-downs within these periods then the car will be deemed to be illegal. SEGTO reps from each club invited to strip downs. Failure by SEGTO to strip a car during the period given by the SEGTO officials will mean that the car is deemed to be legal. Seals must not be broken except by a person designated to examine the parts in question.

It is the responsibility of the driver of the protested car, if not in agreement with immediate examination, to deliver at his own expense such parts as are the subject of

protest to a place determined by SEGTO officials. If subsequent findings proved the protest to be unfounded the SEGTO committee shall have the authority, unless there are special reasons to the contrary, to order the competitor who lodged the protest to pay reasonable costs of dismantling and re-assembly, transportation and scrutineers fees.

If competitor shall refuse or otherwise fail to comply with any or all of the above regulations judgement will be given by default, and penalties awarded.

The scrutineers decision is final. All drivers have the right to one appeal.

A driver who is found to have an illegal car will be suspended at the discretion of the SEGTO committee. All domestic bans will be implemented by all SEGTO clubs if it is brought to the attention of the SEGTO committee.

30. Vehicle Eligibility. SEGTO scrutineers reserve the right to strip or seal engine and/or components as deemed necessary on the day. No compensation fee will be paid. Competitors with illegal vehicles will be disqualified from the championship, all points forfeited and drivers reported to the club concerned. To be carried out within time period as laid out under protests, see Clause 29.

31. Rejection. SEGTO reserves the right at all times to reject any car which in their considered opinion represents an attempt to defeat the regulations, even though it may comply with the letter of the regulations

32. Grading. A copy of affiliated clubs roof grades to be given to Competition Secretary before each SEGTO round. Clubs will operate a grading system for drivers, denoted by roof colours as follows, White, Yellow, Blue and Red.

White is the lowest grade, Red the highest. Gold or Silver stripe denote club champions. Drivers will be notified of their grade every month. Gradings are arrived at with the top 22% scorers Red, the next 25% Blue, the next 30% Yellow.

Percentages are a rough guide only and discretion rests with club officials. Drivers will also receive a grading according to their championship position. Drivers must always start at their highest grade. A driver may be upgraded more than one grade at a time, but can only drop one grade at a time. If a driver misses more than three consecutive home club meetings he may be automatically graded as a red grade driver. White grade drivers start at the front of the grid, Red at the rear. If a driver is registered with more than one club then he/she must retain highest roof grade.

A stripe of a minimum of (4") 102mm on both sides of the roof denotes the roof grade this must start (4") 102mm above the gutter line (or the whole roof may be painted). A driver found to be sporting the wrong roof grade will start at the back of the reds

The SEGTO committee reserves the right to re-grade any driver at a SEGTO event, this will be decided by host Clerk of the course Steward of the meeting and club rep after conferring. Driver/s must be informed before the start of the Finals. **Lining up at SEGTO rounds,** Drivers to line up as per grid sheet, any driver not in correct grid position will be penalised i.e. docked place/s. First round all start in roof grade, for the heats, line up in points order for final & next round, top three in each group (irrespective of club roof grade) start at the back of the grid in the two heats, points from the two heats are then added to points from previous rounds, all drivers within 10 points of third place will be off the back of grid for the final, i.e.: highest points

scorer at the back of grid in descending points order. In under subscribed groups non-qualifiers can go off the back of grid, if placed in the first three they can take the trophy but will not receive the points.

Changing groups and roof grades. Changing from Production Group to Hotrod Group drop a roof grade, if they go back to original group they must take original grade. Changing from Hotrod to production and changing within the production drivers stay same grade. Juniors to production group drop one grade.

- 33. Number of Drivers per car.** The number of drivers per car at championship rounds is one. It is not permissible for one driver to enter the same vehicle in two classes at any one meeting, Except if a driver races one car in two groups at home club, driver may (at the discretion of the SEGTO committee) sign on in these two groups at their SEGTO round, and pay entrance fees for both groups.
- Once a driver has raced in a particular meeting it is not possible to exchange, borrow/buy a car with/from another competitor for use at said meeting. No production car will be permitted to race in a hot rod class you can only race in one group higher(i.e. Prod A to Prod B or Prod B To Mod C).
- 34. Indemnity Forms.** An indemnity form must be signed by the competing driver before the racing starts. Failure to conform will result in driver and all concerned being banned.
- 35. Conditions.** It is mandatory that a competitor shall not take part in any competition organised by SEGTO unless he/she is in possession of a current competition licence issued by any affiliated clubs and has signed the indemnity form attached to the entry form. Competitors under 18 years of age shall obtain a signature of parent/guardian. The indemnification must be signed using correct name, a *nôm de plume* is not legal and will not be accepted. Officials or drivers must not consume alcohol during a meeting as they may be banned from the meeting.
- 36. Arrival.** Trailers must be unloaded and parked where directed.
- 37. Speed limit.** A speed limit of 5 mph. is imposed in all public sections of the field, the approaches to it and the paddock. This applies to all vehicles whether racing or not. Race cars may not be tried out in the interest of safety anyone offending against this regulation will be summarily banned from the meeting and where applicable forfeit his/her entry fee. No warning will be given.
- 38. Scrutineering and Signing on.** Upon arrival competitors should proceed to the paddock, unload race vehicles and then proceed to park their trailers as directed by the Paddock Marshal. Trailers may not be moved from their assigned position until the end of the meeting. Race vehicles should be parked where directed. All loose equipment should be removed, the competitor should make certain the vehicle is ready for racing and proceed to the scrutineering bay taking with him/her their crash helmet and visor since these will be inspected. Vehicles and equipment will be inspected for general safety and conformity with these regulations. Provided the vehicle is considered satisfactory by the scrutineer, the driver will be handed a signed scrutineers sheet which will be needed when signing on. Also the driver will have to pay any outstanding fees before receiving permission to race. At all events driver must produce Regulation Book which will also be needed at signing on and scrutineering. The vehicle must be returned to the paddock to await racing to

commence. All other vehicles must be parked in the spectator's enclosure. There will be no exceptions to this rule. Scrutineering will commence at the time stated on the entry form. Drivers Please Note: You are responsible for the conduct of mechanics and guests at any venue.

Through reciprocal arrangements through any member club of SEGTO and the SEGTO committee, any disciplinary action taken against any of the above will be enforced by other member clubs.

Your co-operation is earnestly requested in order to preserve the amenities we offer. Failure to comply could result in offenders being banned from meetings. No driver will bring the sport into disrepute, no obscene language or gestures will be tolerated.

39. Litter. Racing fields do not belong to the clubs, and failure to keep venues free from litter may result in their loss to the clubs. Glass, metal and plastic can be LETHAL to animals and MUST not be left lying around. Litterbags are provided for those too lazy to take their litter home with them.

40. Practising. No driver will be permitted to practice at any venue without explicit permission from the club officials concerned. Landowners must not be approached.

41. Race Control is out of bounds to all except Segto officials. If a complaint needs to be lodged it must be through a SEGTO official.

42. All clubs must have:

1. Public Liability Insurance.

2. Adequately trained track marshals, with minimum of 4 posts with flags and fire equipment.

3. First Aid, Ambulance and staff to be in attendance during the duration of the meeting.

4. Advise all clubs they should have a Risk assessment policy & COSHH file schedule in place.

**It is recommended that all vehicles in the pits should carry a fire extinguisher
SEGTO committee reserve the right to inspect circuit at any time but will not be responsible for any safety infringements.**

All cars must be scrutineered to ensure they comply to all SEGTO rules.

All drivers must sign an indemnity form before each meeting

Drivers under 18yrs must have their indemnity form countersigned by parent/guardian.

Decibel limit in SEGTO rule book to be strictly adhered to.

Public to be made aware that

MOTOR RACING CAN BE DANGEROUS

SECTION FIVE GROUP RULES 2010

JUNIOR REGS FOR 2010

Any Push rod or Single OHC of 1000cc is permitted.

Due to valve springs for 1000cc OHV Vauxhall being unavailable from Manufacturers or Factors, the following alterations are permitted: 1400cc 8 valve OHC valve springs are permitted with the addition of either one solid spacer under exhaust valve spring or original turntable ground off, or the centre of 1400cc turntable machined to fit valve guide. The solid spacer used must not measure any more than 7mm.

Part numbers for 1400cc components:

Spring 90265608 G.M. Spring VSP 954255 (Factor)

Turntable 90106266. Washer 90128720

Anti Roll bars are **not** permitted on Nova's

2 Wheel drive only. **Single point** Fuel injection. Window net (not metallic) Dash bar, **Double** door bars off side (Drivers side)

Double door bar near side (passenger)

No locked differential, Crotch strap. "J" on roof.

Minimum 14" steering wheel. Padded steering column.

Drivers must wear a neck brace No white grades at SEGTO rounds. No passengers.

Age 10yrs to 16yrs at Club level. Age 12yrs to 16yrs at SEGTO rounds.

It is recommended that a support bar is fitted horizontally behind driver seat (middle of back of seat). Approved Juniors to book in through own Club Reps/Competition Secretary.

A Junior driver that proves exceptional for example (wins a Championship,) may at clubs discretion compete in Prod A if their 16th birthday falls during the season.

Any Junior 16 on 3rd of May can still race the season in Juniors at SEGTO rounds

Once Juniors progress to an adult group they cannot return to Juniors.

Red top Juniors may move up to an adult group at 16yrs at their own clubs discretion.

Any problems with parent/guardian driver or their entourage, Driver will be penalised at Clubs discretion.

If not stated that it can be done then it cannot be done.

ALL OTHER RULES SAME AS PROD A

PROD A RULES FOR 2010

Up to 1000cc FWD and 1100cc RWD.

Any Push rod or Single OHC of 1000cc is permitted

Due to valve springs for 1000cc OHV Vauxhall being unavailable from Manufacturers or Factors, the following alterations are permitted: 1400cc 8 valve OHC valve springs are permitted with the addition of either one solid spacer under exhaust valve spring or original turntable ground off, or the centre of 1400cc turntable machined to fit valve guide. The solid spacer used must not measure any more than 7mm.

Part numbers for 1400cc components,

Spring 90265608 G.M. Spring VSP 954255 (Factor)

Turntable 90106266. Washer 90128720

Push rod or OHC. engines as homologation list.

Single point injection is permitted, standard original equipment only.

2 Wheel drive only, single engine only

Anti Roll bars are **not** permitted on Nova's

Cars must be of a model originally fitted with 1 only single choke carburettor, max 2 valves per cylinder, with engines of up to 1000cc front wheel drive or 1100cc-rear wheel drive. No Cooper S, GT., Rallies, Sports, Special Editions, Or engine parts permitted etc:

No modifications to engines permitted except as listed:.

Production drivers please note: -all cars must be as were produced by the manufacturers, except for permitted modifications.

If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal, ECU must remain standard with standard manufacturer's factory settings, with **no**. additions, and must remain standard to engine fitted. If a car is suspected, it will be checked and /or be taken to a rolling road at driver's expense.

If not stated that it can be done then it cannot be done.

1. 60 thou (0.060") maximum overbore permitted and any other renewal or replacement of worn components.
2. No reprofiled or remanufactured camshafts, manufacturers original or manufacturers replacement ½" wide lobe, 3/8" lobe cam is allowed but must be within the manufacturers tolerances. Camshaft Nos 6267 or 4717 are permitted. 4717 can be identified by 1 ring between lobes of cylinder no 3: 6267 can be identified by 1 or 2 ring between lobes of cylinder no 2. Other vehicle camshafts will be checked against manufacturer's Technical Data.
3. Manufacturers dowel or woodruff keys must be fitted as standard.
4. Engine balancing is permitted, No machining of pistons except for balancing purposes and this can only be carried out on the inside surface of pistons, and they must not protrude above block face, but some manufacturers have pistons that protrude as standard, so particular vehicles will be checked on their merit, according to manufacturers tolerances, for that specific vehicle. One piston and one con rod must remain as standard. Competition pistons are not permitted.
5. No centre main crankshaft straps.
6. When closed the valve head must protrude into the combustion chamber and not be recessed.
7. Valve springs must remain standard to the engine used.
8. No matching or machining of carb to inlet or manifold to block. Inlet and exhaust manifold must remain as standard.
9. Head numbers 12A 1456 2A 629 Minis or "A Plus" CAM 4810. Cylinder heads may be skimmed, but no modification to oilways. Lead free inserts & 3 angled valve seats may be used.
10. Oil pump pick-ups may be relocated, sumps may be baffled.
11. BL "A+" 1000cc engines or running gear are permitted. Crank, rods & pistons must remain as standard to block.
12. No "S" type distributors on BL "A" series and A+ engines. Distributor must remain as standard to the engine used, and fitted with a vacuum capable of working..

13. Electronic ignition permitted if fitted as standard. A+1000cc camshafts, heads and springs may be interchanged with A series 1000cc or vice versa.
14. Fitting of dynamo/alternator optional.
15. No duplex timing chains.
16. Air filters free. No ram pipes, air scoops, turbo nor any other forced induction.
17. Carburettor butterfly must not be modified or removed.
18. All cars must retain original carburation. 1½" maximum. S.U. Needles must remain round.
19. No twin specialist carburettors
20. Casting and or forging marks must remain

Transmission: All gearbox's must retain all gears. NOVA gear box must retain 1.96 second gear.

Gearboxes and axles must be as originally fitted to the car with NO modifications except:-

Differential final drive ratio may be altered within the manufacturers range.

1. No competition or limited slip diffs permitted.
2. Differential may be locked completely by welding.
3. Out put drives & drive shafts must be within the manufacturers range.

Homologation list.

Citroen: AX, & Saxo. Fiat: 127, Panda, Uno, Ciquecento, & Seicento. Ford: Fiesta.

Lancia: Y10. Nissan: Cherry, Micra. Vauxhall: Corsa, Nova. Peugeot: 104, 106, 205, 206. Renault: R5. Rover: Mini, Metro. Seat: Ibiza, Arosa. Skoda: Fabia.

Suzuki: Swift upto 89. Talbot: Simca, Imp. Toyota: Starlet. Any car not on list please ask SEGTO rep to take it to SEGTO Committee.

For full preparation of cars see section 1 of Rule Book:

Suspension & Body Shells Rule 2: Fuel lines & tanks Rule 7

Roll bars/cages & Space frames Rule 9: Exhaust systems Rule 16

Presentation of cars Rule 1: Wheels Tyres & Brakes Rule 15

Sealing holes Rule 3 : Crash helmets, Seat belts & seats Rule 20

PROD B RULES FOR 2010

Up to 1300cc Front wheel drive, rear wheel drive, single OHC, OHV.

Single point injection is permitted, 2 wheel drive only, single engine only. Max 3 valves per cylinder, single cam.

Cars must be of a model originally fitted with 1 carb as manufactured to engine used.

Production drivers please note: -All cars must be as they were produced by the manufacturers, except for permitted modifications

If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal.

ECU must remain standard with standard manufacturer's factory settings, with **no** additions, and must remain standard to engine fitted. If a car is suspected, it will be checked and /or be taken to a rolling road at driver's expense

If not stated that it can be done then it cannot be done.

No modifications to engines permitted except as listed.

1. 60 thou (0.060") maximum overbore permitted and any other renewal or replacement of worn parts.
2. OHC engines must retain original manufacturers or original manufacturers replacement parts only. No reprofiled or reground camshafts. Any push rod engine may use a competition camshaft and vernier wheels.
3. Manufacturers dowel or woodruff keys must be fitted as standard
4. Engine balancing is permitted, Lightened flywheel permitted. No machining of pistons except for balancing purposes and this can only be carried out on the inside surface of pistons, and they must not protrude above block face, but some manufacturers have pistons that protrude as standard, so particular vehicles will be checked on their merit, according to manufacturers tolerances, for that specific vehicle. One piston and one con rod must remain as standard. Competition pistons are not permitted. Casting and/or forging marks to remain.
5. No centre main straps.
6. When closed the valve head must protrude into the combustion chamber and not be recessed.
7. No matching or machining of carb to inlet, or inlet to block. Inlet manifold must remain as standard to engine used, exhaust manifold free. No machining to match ports.
8. Head numbers 12G 202 Minis, A+ Metro number CAM 4810. Heads may be skimmed, no modification to oilways. Lead free inserts & 3 angled valve seats may be used.
9. Oil pump pick-ups may be re-located. Sumps may be baffled
10. Exhaust manifold free
11. No "S" type distributors on BL A series engines. Distributors must remain as standard, and fitted with a vacuum capable of working.
12. No electronic ignition unless fitted as standard.
13. All cars must retain original carburation, or original manufacturers single point injection, Twin choke carburettors must retain their progressive action.
14. Carburettor butterfly must not be modified or removed. S.U. Needles must remain round.
15. Escorts MK 1 & 11 are permitted the use of 28/36 Weber carb on GT inlet manifold, excluding exhaust manifold.
16. Air filters free. No ram pipes, air scoops, turbo nor any other forced induction.
17. Fitting of dynamo/alternator optional.

Transmission

All gear box's must retain all gears. NOVA gear box must retain 1.96 second gear. Gearboxes and axles must be standard to the model of car used. *Starlet 4 or 5 speed gearbox may be used, but not Corolla Coupe with studs and nuts on base plate. Long box not permitted.

NO modifications except:- Differential final drive ratio may be altered within the manufacturers range. No competition or limited slip diffs permitted. Differential may be locked completely by welding. Drive shafts must be with in the manufacturers range.

For full preparation of cars see section 1 of Rule

Body Shells Rule 2: Roll bars/cages & Space frames Rule 9 Presentation of cars
Rule 1: Fuel lines & tanks Rule 7
Exhaust systems Rule 16: Wheels Tyres & Brakes Rule 15
Sealing holes Rule 3: Crash helmets, Seat belts & seats Rule 20
The decision of the scrutineer is final

MOD SALOON C RULES FOR 2010

Up to 1600cc front wheel drive, rear wheel drive OHV or single OHC.

Multi point fuel injection only permitted up to 1400cc using standard original equipment only.

Single point fuel injection is permitted up to 1600cc, using standard original equipment only.

If RWD Starlet is used a 1500cc "LITEACE"(5K) is permitted, with competition camshaft & vernier.

No 1600cc Nova or Corsa

2 wheel drive only. Max 3 valves per cylinder.

NOTE:- On push rod engines camshafts & verniers free. On OHC engines camshafts to remain as standard. Vernier is permitted.

GT. Type engines may be used, Excluding "S" types and engine parts. No mixing of ancillaries i.e. Exhaust manifold and cylinder heads.

Production drivers please note: - All cars must be as they were produced by the manufacturers, except for permitted modification.

If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal.

ECU must remain standard with standard manufacturer's factory settings, with **no** additions, and must remain standard to engine fitted. If a car is suspected, it will be checked and /or be taken to a rolling road at driver's expense.

If not stated that it can be done then it cannot be done.

Engine No mixing and matching

1. Crank, rods and pistons must remain as standard to the block.
2. Valve springs are free but no double springs unless fitted as standard to engine used. Single carbs are free within the manufacturers 1600cc range, to engine used.
3. Pistons must be of type stated by engine producers as standard for that particular block, cc rating, compression ratio. Pistons must be of a type or genuine replacement part for that type of engine block regarding capacity. No machining of pistons permitted, except for balancing purposes and this can only be carried out on the inside surfaces of pistons, one piston & con rod must remain as standard
4. No competition pistons.
5. No swapping of pistons between blocks of same bore size,(e.g. not permissible to use say 1500cc Ford crank in 1600cc block or vice versa).
6. No steel moving parts.
7. No steel main caps unless standard fitment by the manufacturer.
8. No polished con rods.
9. Casting and/or forging marks must remain.

10. Oil pump pick-up may be relocated.
11. No oil coolers.
12. No dry sump system. Sump may be baffled or altered to larger capacity.
13. Engine must remain in original position.
14. Original flywheels may be lightened, clutches must remain as standard.
15. Electronic ignition is permitted.
16. Distributors are free within the manufacturers range and must be fitted with a vacuum capable of working.

Cylinder Head and Valve Train

no mixing and matching of ancillaries i.e.Exhaust inlet manifolds & cylinder head
Camshafts in OHC engines must remain as standard.

Cylinder head must remain as standard.

Heads may be skimmed, no modification to oilways, Lead free inserts & 3 angled valve seats may be used.

When closed the valve head must protrude into the combustion chamber and not be recessed.

The complete valve train including valve sizes remain standard as fitted original equipment.

Rocker ratios to remain as standard.

Maximum of 3 valves per cylinder.

Duplex or Vernier timing wheels/gear are permitted.

No machining or porting of inlet or exhaust manifolds.

Inlet manifolds to remain as standard.

Exhaust manifold free.

Casting marks must be visible.

Maximum 1 spark plug per cylinder

Carburation

No turbo, forced induction or water injection.

No competition carbs. carbs must remain standard, with the exception of: float levels, needles, Jets, choke flaps and vacuum pipes.

No carburettor adapter plates permitted, carbs as standard.

No machining of throttle butterfly angle.

No alteration to choke size. As an example only, the down draught Weber 28/36 progressive type must remain as such and not be altered to 36/36 non-progressive.

Air filtration free. No ram pipes.

Miscellaneous Mod C only

No limited slip differentials. Starlet differentials free within the manufacturers range, Differentials may be completely locked by welding.

Differential ratio may be altered within the manufacturers range. No competition components to be fitted to either.

Gear box as standard fitment Starlet 5 or 5 speed gear may be used, but not Corolla Coupe with studs & nuts on base plate, no long boxes.

Bulkheads front/rear must remain in original position and be complete.

Fully adjustable suspension is permitted. i.e: Track control arms, tie bars, shock absorbers.

Shock absorbers may be up-rated and their mountings relocated.
One Panhard Rod may be used unless 4/5 link system fitted as part of original equipment.
Tramp bars two only
Brake pipes must run through the drivers compartment.
Quick racks are permitted.
Vauxhall production vehicles must have sealing holes in end case to gearbox & gearbox to engine, when presented for strip down must provide engine & gearbox complete as one unit.
Homologation of cars please see SEGTO club reps.
For full preparation of cars see Section 1 of Rule Book
Presentation of cars Rule 1: Suspension & Body shells Rule 2.
Engine sealing holes Rule 3.: Fuel lines & Tanks Rule 7.
Roll bars/cages Rule 9.: Wheels Tyres & Brakes Rule 15.
Exhaust systems Rule 16: Crash Helmets, Seats & Seat Belts Rule 20

HOT ROD 1450 RULES FOR 2010

Front Engine FWD. Rear engine RWD
Modified saloons/pickup up to
1450cc maximum. Single engine only.
Multi valve, Multi point fuel injection is permitted.
2 wheel drive only
RWD rear engine the rear bulk head can finish at the bottom of the rear side window aperture, with a shield off at 45deg. To shield the drivers back.
All chains on chain driven cars must have adequate protection from drivers and other competitors.
FWD or rear engine modified saloons and manufactured pickups up to 1450cc maximum, including overbore, no limit to overboring as long as capacity does not exceed the 1450cc maximum limit.
No turbo/super charging, or other forced induction (see Section 1 of Rulebook, rule no 8).
All other modifications are free.
Oil coolers must not be in window aperture
Wheel width must not exceed 10J.
Space frame are permitted (see Section 1 in Rulebook Rule 9). The position of the engine and gearbox may be moved from front to rear or rear to front but must remain engine over driven wheel. No prop shaft. GRP bodied 1450 fitted with space frame must have steel plate welded to roll cage under roof.
For full preparation of cars for 1450s,
Presentation of cars Rule 1: Suspension & Body Shells Rule 2
Engine sealing Rule 3: Fuel line & Tanks Rule 7:
Roll bars/cages & Space frames Rule 9: Exhaust systems Rule 16
Crash Helmets, Seats/belts Rule 20:
Wheels Tyres & brakes Rule 15

SUPER SALOONS RULES FOR 2010

Any modified saloon of unlimited size and any drive configuration

2 wheel drive only

Any car or manufactured pickup fitted with any make or type of engine in any position with drive configuration. Engine modifications free

RWD rear engine the rear bulk head can finish at the bottom of the rear side window aperture, with a shield off at 45deg. To shield the drivers back.

All chains on chain driven cars must have adequate protection from drivers and other competitors. Oil coolers must not be in window aperture.

Transmissions, axles and suspensions free.

Space frames are permitted (see Section 1 of Rulebook Rule 9).

No four wheel drives Wheel width must not exceed 10J.

GRP bodied S/Saloon fitted with space frames must have steel plate welded to roll cage under roof.

Presentation of cars Rule 1: Suspension & Body Shells Rule 2

Engine sealing Rule 3 : Fuel line & Tanks Rule 7

Roll bars/cages & Space frames Rule 9: Exhaust systems Rule 16

Wheels Tyres & brakes Rule 15: Crash Helmets, Seats/belts Rule 20

SPECIALS RULES FOR 2010

Open wheeled specials. OHV or OHC, 2 Wheel drive only

2Ltr MULTI VALVE ENGINE IN STANDARD FORM ONLY.

Multi point fuel injection using standard original equipment only is permitted.

Up to 2001cc +60thou overbore

ONLY THE FOLLOWING MODIFICATIONS ARE PERMITTED:

Carburettor, exhaust manifold, ignition system free. No other modifications permitted.

ON 8 VALVE ENGINES:

Engines up to 2001cc + 60thou overbore OHV, OHC, DOHC.

Carburation and other engine modifications free.

Scrutineers to advise drivers of open engine race cars they must have adequate protection for fuel tanks not only for driver but other competitors.

All chains on chain driven cars must have adequate protection from drivers and other competitors. **No steel moving parts except:**

1. Duplex timing gear. 2. Steel rocker gear. 3. Vernier timing gear.

4. No specialist steel crankshafts or conrods.

5. No Cosworth moving parts.

6. No alteration to number of exhaust/inlet ports.

7. No turbo/super charging, (see rule 8 Section 1 of rule book)

8. Clutch & Fly wheels free.

Any non-production car built for racing F/W/D or R/W/D with open wheels. Must be of sound construction through out and comply with all safety regulations for all classes.

Bodies must be clean and tidy with no sharp edges. Roof panels must be of sound metallic construction, i.e. no composite material, and of minimum thickness steel 16swg or Alloy 10 swg. Axles, wheels and suspension free.

No chassis originally manufactured for road use allowed such as Lotus.

Crotch straps must be fitted.

Side Irons Side irons will be fitted at a practical height to afford drivers maximum protection. Side irons will not exceed past hub line. One transverse bar or box frame will be fitted at front and rear of vehicle, but will not exceed the chassis width at its fixing.

Shields, Prop shafts, gearboxes and bellhouses must be shielded from the driver with material of adequate strength to act as a safety shield. Rear transverse engine cars must have a scatter shield of at least ¼" (6mm) plate fitted between the clutch/flywheel housing and rear of the drivers seat. Radiators or other cooling systems must be completely shielded from the driver and oil coolers must be shielded from all competitors.

Transmission Free:- Wheel width must not exceed 10J

For full preparation of cars for 1450s, Super Saloons & Specials see section 1 of rule book.

SEGTO : is not a governing body, it is an association that has two or three persons from each affiliated club whom between them agree the rules for preparations and modifications allowed to the vehicles, which enable the cars/drivers to visit the other SEGTO clubs.

Each affiliated club must have their own insurance, it is also advisable they suggest to each driver that they take out their own personal accident insurance, as **SEGTO** accept no responsibility of any incident how so ever caused.

Each club runs to their own rules and regulations.

SEGTO: does not set out rules and regulations for the running of a meeting.

SEGTO CLUB REPRESENTATIVES.

S/SAA Southern Autosport Association web site:- www.saaraceway.com
Meetings Horndean: Contact Tony Mellish: 01243 375286
Rob Dance: 07765830997 Shaun Russell:
e-mail: damellish@btinternet.com

T/TMC Tongham Motor Club:- web site:-www.tonghammotorclub.co.uk
Meetings Four Marks: Contact: Rudge Stockham: 07921769582
e-mail:

X/SL Standlake Arena:- web site:www.standlakearena.co.uk
Meetings: Standlake nr Oxford Contact: Keith Hook: 01993 201064
e-mail: keithhook1@ntlworld.com

SEGTO OFFICIALS 2010:

Chairman: Tony Mellish: 01243 375286 / 07796016772:

Secretary: Sue Mellish: 01243 375286 / 07599915908

Treasurer: Stuart Weaver: 01732365083

Technical Chairman: Andy West: 07834859885

Competition Sec: Emma Connors: 07775508763

RACE DATES 2010

OXFORD=X

Jan: 3rd Feb: 14th 28th
March: 14th SEGTO 28th
April: Mon 5th 18th
May: Mon 3rd 16th Mon 31st
June: 13th 27th
July: 11th 25th
Aug: 15th Mon 30th
Sept: 12th 26th
Oct: SEGTO 10th 24th
Nov: 7th 21st Dec 5th
2011: Jan 2nd

S.A.A = S

April: 11th 25th
May: 16th 30th
June: SEGTO 13th 27th
July: 11th 25th
Aug: SEGTO 8th 29th
Sept: 12th 26th

TONGHAM = T

March: 21st
April: 4th 18th
May: SEGTO 2nd 16th
June: 6th 20th
July: SEGTO 4th 18th
Aug: 1st 15th 29th/30th
Sept: 12th 26th
Oct: 17th SEGTO & NASA

**PLEASE CHECK WITH EACH CLUB AS TO THE GROUPS THEY
ARE RACING.**

**NASA & SEGTO 10th October
Concord Essex**

**SEGTO & NASA 17th October
Tongham**

ALL RACE DATES ARE SUBJECT TO CHANGE