



JUNIOR ROOKIE BANGERS

2017 Rules and Regulations

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1. THE FORMULA

The Junior Rookie formula is for children between the ages of 11 and 16yrs (Should their 16th birthday fall during the season they will need to retire from this formula)

The object of the racing is to complete the specified number of laps in the shortest time. You may push a car from behind, or spin a car but there is no following in (you must not be on the back or side of a car as it hits the fence - whether from the rear, front or side - as this will be deemed forcible fencing & carry penalties or a ban which could be for life). Deliberate hitting of stationary cars is not permitted.

Racing is in a clockwise direction on a clearly defined circuit with a separate infield. Any wheels passing over the demarcation lines or entering on to the grassed infield areas will mean that the driver will be penalised.

2. ELIGIBLE CARS

The car must be a right hand 2 wheel drive saloon, hatchback or estate car with a steel body with an engine size not exceeding 1300cc, with either carburettors or Multi Point Injection or Diesel. Please note that some cars on the list may not have been made under 1300cc, in which case a 1300cc or lower capacity engine must be transplanted into the car to make it eligible to race.

Austin - A30 / A35 / A40 (Farina only - NOT Somerset or Cambridge) / 1100 / 1300 / Allegro / Metro Chevrolet – Matiz
Citroen - 2CV / Dyane / AX / Saxo / Visa / C1
Daewoo - Matiz
Daihatsu – Charade / Move
Datsun - 100A (Cherry)
Fiat - Panda / Punto / Uno / 126 / 127 / Cinquecento / Tipo / Seicento
Ford - Fiesta / Ka / Popular 100E / Anglia
Hillman - Imp
Honda - Civic (1st generation 1972-1979 only) / Logo
Hyundai – i10 / Amica
Kia – Pride / Picanto
Lada – Samara
Lancia - Fulvia
Mini
Mazda – 121 / 323 (3rd generation 1977-1980 and 4th generation 1980-1984 hatchbacks only –not booted versions or estates)
Morris - 1100 / 1300 / Minor
Nissan – Micra / Pixo
Perodua - Kenari
Peugeot - 104 / 106 / 107 / 205
Proton – Satria / Compact
Renault - 4 / 5 / 6 / 10 / Clio / Modus / Twingo
Riley - Elf
Rover - 100 (Metro shape - not p4!)
Seat – Ibiza (mk.1 1984-1993 & mk.2 1993-2002) / Arosa
Skoda – Favorit (saloon only – NOT estate)
Smart Car
Subaru - Vivio
Suzuki – Swift / Wagon R / Baleno (3 door hatchback ONLY, NOT booted version or estate) Talbot - Samba
Toyota – Starlet / Aygo
Vauxhall - Nova / Corsa / HA Viva / Chevette
Volkswagen - Polo / Beetle / Fox / Lupo
Wolseley - Hornet
Yugo

3. INITIAL PREPERATIONS

1. Remove all exterior mouldings, screen glass, lamps and handles.
2. Remove all **airbags and charges (if fitted)**, interior trim, the dash & passenger seating.
3. Remove the fuel tank, spare wheel carrier & tow bar if fitted.
4. **Remove rear spoilers and side skirts even if factory fitted.**
5. Remove all obsolete wiring and interior debris from the car.
6. Read & familiarise yourself with the Banger Rules & Regulations for preparing the race car.
7. It is compulsory to pad steering columns, B pillar and roll cage with high density foam – it is NOT permissible to use non high density padding such as clothing, pipe lagging, towels etc.

3. VIOLATIONS

When referring to the engine, gearbox, final drive, mechanical or general car construction rules & regulations, the principle will always be that unless permission is granted by the promotion in writing regarding any modifications or to be able to make a modification outside of these rules, nothing may be done to alter or change the standard parts of your vehicle in any way whatsoever.

1. It is the responsibility at NO cost to the promoter or its affiliations for the driver to prove to us that any part used is legal, by way of written proof of where the standard part originated or manufactured part that we deem outside of the rules written for this formula. Written proof must be obtained and presented within 7 working days after any part is found to be illegal by the promotion and or its affiliates or associates, if you do not prove in writing within the 7 working days after the violation has been found, the part will be deemed illegal, resulting in immediate suspension from racing and referred to the board of control for disciplinary action. **Unless the rules say you can do it, you cannot do it!**
2. All cars will be checked at scrutineering prior to racing, for car construction and driver safety, you will only be permitted to race if your car passes scrutineering on the day presented and that you have signed on to race that day, no car sharing allowed in this formula, you will receive a penalty and disciplinary if you allow your car to be raced by someone else on the day you intend to and sign in to race. Should your car fail scrutineering you must rectify it prior to racing at any other event. Please note that presentation of your vehicle for scrutineering is your declaration as the entrant that the vehicle is eligible for that event.
3. Engines, Gearbox, Differential, outer and internal running parts, Suspension, Cambers, Castors, Wheels and Tyres Exhausts, Carburettor and manifolds outer and internal casings and running gear, and also Standard fitment parts permissible to be used within the formula must be within the rules of the formula and can be checked at any time for legality by the promotion. Failure to allow any of the above parts to be checked and measured for legality at any time will result in immediate suspension of all racing facilities and in turn will be deemed illegal, presenting your car for scrutineering may not necessarily determine your car at scrutineering to be legal, only after further checks are made will your car and running gear and internals of engines and ancillary parts being found legal will result in you keeping points, championships, however as in point 2 in Violations above, you will have a maximum of 7 days to proving your part is legal, during this time the part must remain with the promotion until clarification in writing is proven within the allotted time allowance listed in clause 2 above. Only then will a championship position or points be allocated if found to be legal, any violation or illegal parts will result in you forfeiting any points or championship position and prize money earned.
4. Car and engine specifications and all running gear specifications will be taken from the manufacturers Technical Specifications or the Technical Service Data books published by Glass's Guide.
5. Should a discrepancy occur between the Specifications the promotion will exercise its judgment and the decision or outcome will be final and accepted by the driver.
6. Each driver is permitted one car per meeting in the formula he/she intends to race and in turn each car is only permitted the signed on driver who presented the car for scrutineering that day for this formula (no car sharing allowed) if any driver other than that who presented it for scrutineering and whom is signed in to race on arrival prior to the car being scrutineered is caught to be racing another competitors car in any formula will find him/herself being penalized, and the owner of the vehicle who presented it on the day to race will be penalized also, the only time this rule changes is with a ladies rookie banger being shared with a rookie driver on the day both formulas are racing.
7. Drivers are responsible for their cars that they present to race on the day of racing and understand that if their car is used with or without their knowledge he/she will also receive a penalty by the board of control.
8. A minimum of 3 month ban will be issued for car sharing and given to both the driver and person using the car if caught; also illegal parts used in this formula will also result in a 3 month ban which will be issued by the board of control; also any driver swapping his personal wrist band that he/she will be given once signed on will also result in a 3 month ban.

5. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their Mechanic's actions. Promoters have had complaints made about Registered Drivers & Mechanics consuming large amounts of alcohol at meetings, which could effect their judgement or be detrimental to their health, when medical attention has to be administered by Paramedics, St Johns or Hospital Staff. Should an incident occur that proves fatal on the raceway and you are involved, it is likely that the Police will want interview you. **If you drive, don't drink!** Scrutineers and Officials will report to the Clerk of the Course, anybody they believe is under the influence of Drink or Drugs. Drivers whom it is thought are under the influence may be breathalysed. You have been warned!

It is also apparent that some drivers are not aware of the flags used by the track staff so here is a reminder:

- Waved Green Flag – Go, the race is on.
- Waved Red Flag – Stop racing slow down & stop.
- Chequered Flag – Race winner has crossed the line, continue to race until the Red Flag is shown.
- Held Yellow Flag – Beware, you are approaching a hazard on the track, continue to race.
- Waved Yellow – Slow down to 15mph, hold your position, do not overtake any other cars.
- Waved Blue Flag – Shown to a driver who must hold his racing line. Driver must either hold a line on the inner part of the track or the outer part of the track, not weave between both.
- White Flag with a Blue spot – Oil on the track.
- Waved Black Flag - You are disqualified, pull off the track immediately.
- Black cross on a White board – You have committed an infringement and may be penalised in the results.
- White Flag with a Red Cross – Technical Disqualification, leave the track immediately

6. SAFETY EQUIPMENT

1. CRASH HELMET / GOGGLES / VISOR

A helmet conforming to at least one of the approved standards **MUST** be worn. Helmets **MUST** meet or exceed the **MINIMUM** standard as directed by BORSE. The current approved standards permitted for all drivers are:

- FIA 8860-2004
- FIA 8860-2010
- FIA 8859-2015
- Snell SA2005 (This standard will be reviewed at the end of the 2017 season) • Snell SA2010
- Snell SAH2010
- Snell SA2015
- Snell EA2016
- SFI Foundation 31.1A
- SFI Foundation 31.2A
- SFI Foundation 31.1
- ECE R22.05 (in Fibreglass, Carbon or Tri-Composite form **ONLY**)

The following approved standards are permitted for Junior drivers only (drivers aged 15 and under) in addition to those above:

- Snell CMR 2007 ☐
- Snell CMS 2007 ☐
- Snell CMR 2016 ☐
- Snell CMS 2016 ☐
- SFI 24.1

The use of polycarbonate helmets is **NOT** permitted.

The helmet **MUST** fit the competitor correctly, according to the manufacturer's sizing/fitting guidelines.

Shatterproof goggles or a shatterproof visor **MUST** be worn with the helmet at all times. the use of tinted visors is **NOT** advisable..

2. RACING OVERALLS

A flame resistant race-suit/overall **MUST** be worn.

Flame resistant race-suits/overalls **MUST** be manufactured from Proban, or material of a higher specification, e.g. Nomex.

Flame resistant race-suits/overalls **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

Race-suits/overalls **MUST** be maintained in a clean and tidy condition.

Race-suits/overalls manufactured/certified to Karting standards, including, but not limited to, the CIK-FIA Level 1 or Level 2 standards, are **NOT** permitted as they do **NOT** provide the appropriate level of heat/flame protection.

3. GLOVES

Flame resistant gloves **MUST** be worn.

Flame resistant gloves **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection

4. BALACLAVAS

A flame resistant balaclava **MUST** be worn.

Flame resistant balaclavas **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

5. **NECK BRACE**

An FHR or neck-brace **MUST** be worn.

If a neck-brace is used, it **MUST** be of the complete-circle type, i.e. it must form a complete circle around the competitor's neck with no gaps.

The use of "U" shaped, or "horseshoe" neck-braces is **NOT** permitted.

6. **KNEE PROTECTORS**

It is compulsory to wear knee / shin protectors from 1st march 2017

7. **WINDOW NET**

A quick-release fabric window net **MUST** be fitted in the driver's side door window aperture of all saloon car formulas, with the exception of Banger type formulas.

The width of the netting holes must **NOT** exceed a **MAXIMUM** size of 3in/75mm wide.

The window net **MUST** be fitted such that it hangs down level with the steering wheel.

The window net **MUST** be flexible and easily removable, independent of any movement of the driver's-side door.

8. **WET WEATHER CLOTHING**

Wet Weather clothing is also recommended and must be worn in addition to, and **not** instead of the racing overalls.

9. **1kg FIRE EXTINGUISHER**

A fire extinguisher, meeting the specifications below, **MUST** be carried in the competitor's tow-vehicle/transporter at all times.

The fire extinguisher **MUST** be within easy reach of the competitor and team members at all times, especially when re-fuelling the racecar.

The fire extinguisher capacity **MUST** be at least a **MINIMUM** of 2Kg.

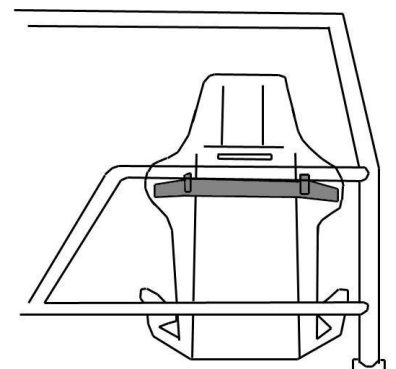
The fire extinguisher **MUST** be of a dry powder or gas type.

Old type BCF (green) fire extinguishers are **NOT** permitted.

10. **DRIVERS SEAT WITH HEAD RESTRAINT**

You must have a Driving Seat with a head restraint and this must not be of a competition type. The seat should occupy its original position where possible and be suitably supported at shoulder height and on both of the sides and back, with a suitable framework or seat stiffener's.

Additional wrap around seat support at shoulder height.



11. **SAFETY HARNESS**

A full safety harness **MUST** be used in accordance with the specifications below.

All mandated straps **MUST** be used at all times

The harness **MUST** comprise of a **MINIMUM** of 2 shoulder straps, 2 lap straps, and an anti-submarine strap (also referred to as a sub-strap, or crotch-strap) in a **MINIMUM** 5-point design. Shoulder straps with a sternum protection latch are highly recommended.

The harness **MUST** incorporate a quick-release buckle (including rotary buckles, and NASCAR lever-latch type buckles), to which all straps **MUST** be connected.

Where a NASCAR lever-latch type buckle is used, it is advisable to fit a method of protection to prevent race-suit/overall sleeves from accidentally unhooking the buckle during racing. A small

section of "Tubegrip" elasticated bandage, slid over the hooked buckle is sufficient for this purpose.

All Non-FIA Approved Harnesses - The shoulder and lap/pelvic straps of ALL non FIA approved harnesses MUST measure at least a MINIMUM of 2in/75mm in width. This applies, but is not limited to:

- ALL non-homologated harnesses
- ALL harnesses with NASCAR lever-latch type buckles
- ALL harnesses homologated to SFI standards
- ALL harnesses that do not meet ALL FIA criteria below

FIA Approved Harnesses – The use of narrower lap/pelvic straps is now permitted on FIA approved harnesses ONLY. The harness MUST meet ALL the following criteria:

- The harness MUST be certified/homologated to the current FIA standards: 8853/98 or 8853-2016
- The shoulder straps MUST measure at least a MINIMUM of 2.75in/70mm in width (unless used in conjunction with an FHR device – see below).
- The lap/pelvic straps MUST measure at least a MINIMUM of 2in/50mm in width.
- The FIA identification/homologation labels MUST be intact and visible to scrutineers on ALL sections of the harness.
- The harness MUST be within its visibly stated validity period.

ALL Harnesses - The anti-submarine strap MUST measure at least a MINIMUM of 1¾in /44mm in width.

ALL Harnesses - Where an FHR device is used by a competitor, it is permitted to use shoulder straps that narrow below the minimum specification (stated above) in order to ensure the correct fitment of the harness/FHR device combination. This exception applies to the shoulder straps ONLY. Any such straps MUST be manufactured by a recognised industry supplier AND be specifically designed for use with an FHR device.

The harness MUST be securely mounted to the floor, roll-cage, and/or chassis of the race car. Harness manufacturers specify their own installation requirements depending on the design of their harnesses. Therefore, harnesses MUST be installed according to the manufacturer's recommended best practice using only approved mounting components/methods.

All the major manufacturers have installation information on their websites, and competitors are advised to refer to this when fitting harnesses to their race cars. Useful websites include (addresses correct at time of publication): Manufacturer's Websites

- www.willans.com
- www.schrothracing.com
- www.trs-motorsport.com
- www.racequip.com

Safety Standards

- www.sfi.foundation.com
- www.fia.com/homologations

Key general guidelines from manufacturers for the installation of harnesses state that:

- Strap lengths should be kept as short as possible to avoid excessive stretching under impact.
- Shoulder straps should be supported at or just below shoulder level.
- Shoulder straps should be prevented from moving sideways, such that they may drop off a competitor's shoulders under severe impact/stretching.

It is recommended that any seat apertures, through which the straps pass, are lined to prevent chaffing of the straps.

Special attention MUST be paid to the condition of straps and fixings once installed.

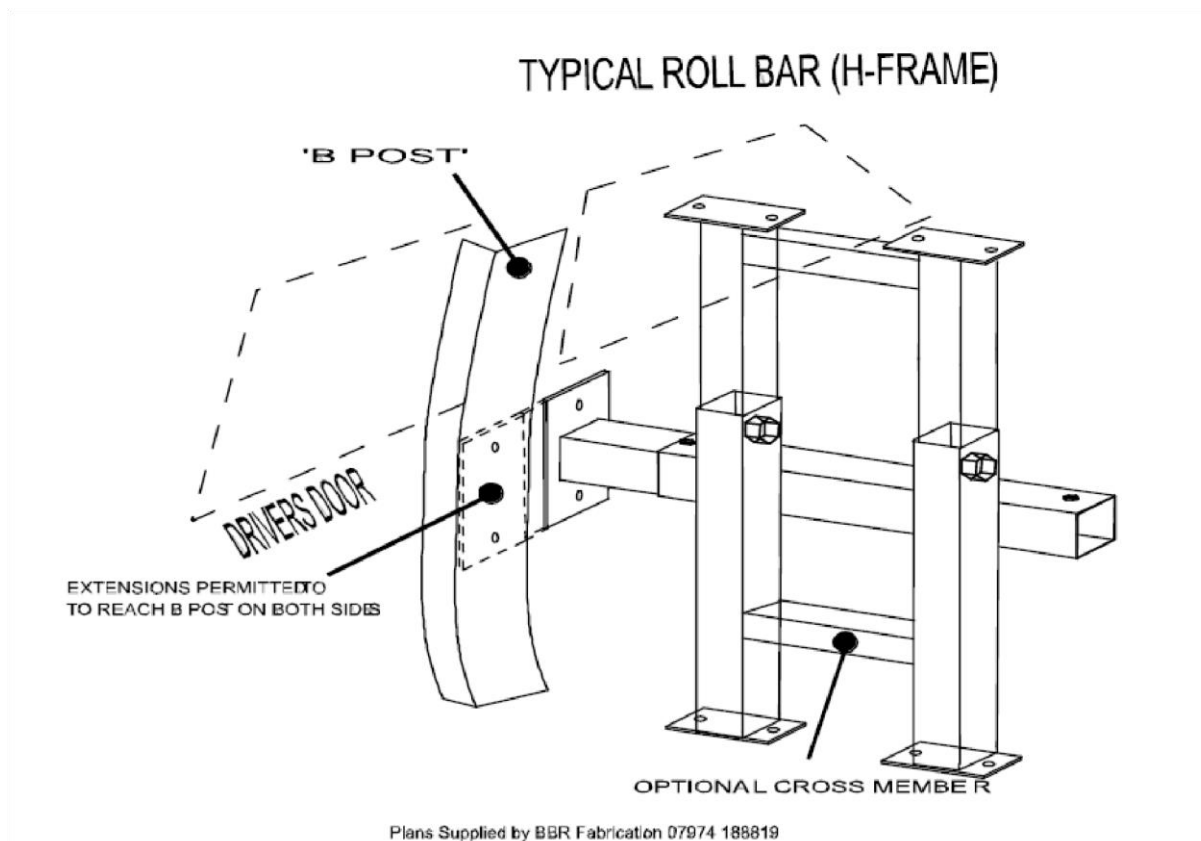
The harness MUST be maintained according to the manufacturer's recommended best practice, and where possible kept free of dirt, oil and grease that could degrade any materials.

7. ROLL CAGE

- Roll cages may be adjustable (height and width), however the use of screw adjusters i.e. acrow style are not permitted.
- The roll cage must be fitted upright or dog-legged, but not leaning back or forward.
- It is compulsory to pad roll cages, including the B pillar and steering columns must also be padded with high density foam.

- The hoop must be one piece or two uprights and one top bar of a welded construction. This top bar should be as shown at the top of the uprights.
- A second cross bar is compulsory, a third is optional; these must be welded or bolted to the uprights.
- THE ROLL BAR MUST NOT HAVE ANY REAR SUPPORTS but may have extensions no further forward than the B post (see diagram below). If used, it is recommended that this is bolted through the B post.
- It is highly recommended that the frame is bolted through both sides of the car.
- The minimum size for roll bar is 2" (50mm), maximum size 4" (100mm), minimum thickness 3mm. • Crossbars must have a 5" (125mm) square end plate fitted. This must be minimum 6mm thick.
- The roll bar cross bars must be straight, or extended forward to the B pillar and bolted through the pillar
- Each upright must have a minimum of two bolts on each side to the floor and one each side at the top.
- You must tie the seat at shoulder level to the roll cage or B pillar, through the seat frame not headrest, you may fit the 2nd cross bar in support of the seat just below the window aperture or weld a frame on the cage to support the seat at the top.

Floor plates are compulsory from march 1st 2017, Foot plates must be bolted using 4 fixing to the floor on the drivers foot well, foot plates must also have a upstand welded to rise to the top of the sill



8. BODY WORK

Doors

1. The Drivers door is only part on the car that can be welded and a piece of box or tube can be welded to the lower window aperture. No other welding is permitted anywhere else on the car apart from the sun roof plate.
2. All the other doors must be fastened, you can use strips of metal on the A and B post ONLY, the strips must be no longer than 400mm or 15³/₄" in length, by 60mm or 2¹/₂" in width. Max four bolts can be used to attach each strip and the minimum size of the bolts/studding is 8mm in diameter & the maximum is 12mm diameter. Seat belt webbing can be used instead of Metal strips.
3. The tops of the door frames may also be tied with seat belt webbing, Do not weld these other door.
4. There is to be no bolts in the rear door or boot
5. A driver's door plate must be fitted & overlap the door pillars by a minimum of 3". NB. No trench plates are permitted.
6. The plate must be a minimum of 10mm or 3/8", to a maximum of 19mm or 3/4" in thickness.
7. Its depth must be no less then 254mm or 10" & no more then 305mm or 12".
8. The plate must be fixed by either four 19mm fixings or six 12mm fixings, through the door pillars with large washers on the inside.

9. The door plate holes must not be slotted.
10. An additional piece of angle iron or box section, not exceeding 76mm or 3" in its width and of any gauge, may be welded horizontally along the length of the door plate. The ends of this horizontal section must have the ends tapered or cut at an angle so as to prevent getting tangled up in rubbing situations. Any bolt fixings must not protrude this section of metal, they must be flush.
11. A steel plate fitted to the driver's floor-pan is Compulsory. It must be no thicker than 6mm, and must be bolted and/or welded in. This may be modified to rise to the maximum height of the sill of the door side only.

Front & Rear Bumpers

Original bumpers may remain, but plastic bumpers must be removed. The original metal fixing behind the plastic bumper can remain and must be bolted, not welded. If there is no metal piece behind the plastic bumper on the front, then a replacement front bumper may be fabricated. The fabricated front bumper must be a maximum of 75mm x 3mm thick, and may be folded up the side of the chassis rails by a maximum of 3" with a maximum of 2 bolts on each side – no welding. The bolts must go through the chassis, not up the chassis. NO replacement bumper is permitted on the back of the car. No tow bar must be left on the car.

Front Wings

The lower part of the wing may be trimmed level to where with the top of where the bumper was.

Bonnet Fixings

1. Bonnet bolts **cannot** be used. Bonnets must be secured by seatbelt only with a maximum of 4 ties.

Triangular corner plates or straps may be used to secure the rear of the bonnet by bolting or welding (1/8" thick). Plates or straps must be placed no further than 12" across or down from the back edge and side of the bonnet. In this case you may only use two seatbelt fixings at the front.

Sun Roofs

1. The glass must be removed and replaced with a piece of metal of a maximum thickness of 2mm, overlapping the aperture all the way round by 100mm or 4". The plate can be either welded or bolted in place. The fixing of this panel will have to meet scrutineering approval.

Aerofoils, Wings & Spoilers

1. No aerofoils / wings or spoilers are permitted.

Grilles

1. These must be removed.

Boot / Rear Hatches

1. ***Boots / rear hatches must be secured shut with seat belt webbing only.***

Engine / Gearbox Mounts

1. Alloy engine/gearbox mounts can be replaced by fabricated steel versions and welded or bolted to the chassis. The maximum size of the mount is 5 inches where it is attached to the chassis. The mount must not exceed the original size of the standard mount which is being replaced, it is solely for holding the engine in and not for strengthening, and no part of the mount must be in front of the engine.

9. ENGINES

1. The engine must remain as it was produced in its standard form.
2. The air filter may be removed or replaced.
3. Only the 34 ICH Weber carburettor may be used to replace the standard carburettor for the model of car being raced.
4. No modification to the carburettor allowed.
5. Multi point injection can be used, but you may also remove the injection system and replace it with the previous carburettor set up or Diesel.

6. Any alteration or removal of engine numbers will deem the engine illegal.
7. The standard ecu that was manufactured with the engine must be used.

10. GEARBOX

1. The Transmission must be kept as produced for the model in its standard form.
2. You may not lock the differential or any type of slipper or power lock differential cannot be used even if fitted as standard

11. WHEEL AND TYRES

1. All four wheels must be of the same diameter.
2. All wheel fixings must be in place.
3. All wheel weights & hub caps must be removed
4. Any standard road wheel steel or alloy can be used up to a width of 6".
5. No Weller rims permitted.
6. Only conventional tyres may be used.
7. Tyre Gaiters are permitted.
8. You are not allowed to use the following:

Racing tyres. Mud & Snow tyres, Alpine tyres, knobbly or any type of competition tyre, Town & Country tyres, 7.3 Avon Turbo Speeds, Yokohamas, Colway Competition tyres, **Goodyear F1 Eagle**, Tread cut tyres, Tyre with the markings erased or National Bangers remould tyres.

This is a new list of upto date tyres which are also banned from Junior Bangers detailed below:-

<p>AVON</p> <ul style="list-style-type: none"> • ACB 10 Sport • CR6ZZ (Including Sport) • Turbospeed CR28 Sport • CR500 • ZZR <p>BRIDGESTONE</p> <ul style="list-style-type: none"> • Potenza S007 RFT <p>CONTINENTAL</p> <ul style="list-style-type: none"> • ContiForce Contact <p>DMACK</p> <ul style="list-style-type: none"> • Trackday <p>DUNLOP</p> <ul style="list-style-type: none"> • Formula R D83J • Formula R D84J • Formula R D93J • Direzza 02G • Direzza 03G • CR 311 • Sport Maxx Race • SP Sport R7 <p>FEDERAL</p> <ul style="list-style-type: none"> • 595 EVO • 595 RSR • FZ 201 	<p>GOODYEAR</p> <ul style="list-style-type: none"> • EAGLE F1 <p>HANKOOK</p> <ul style="list-style-type: none"> • Z209 • Z210 <p>KUMHO</p> <ul style="list-style-type: none"> • Ecsta V700 (inc V78) • Ecsta V70A • Ecsta TW01 • Ecsta TW02 • Ecsta C03 <p>MARANGONI</p> <ul style="list-style-type: none"> • Zeta Linea Sport <p>MAXXIS</p> <ul style="list-style-type: none"> • Maz1 Drift <p>MAXSPORT</p> <ul style="list-style-type: none"> • RB4 Intermediate • RB5 <p>MICHELIN</p> <ul style="list-style-type: none"> • Pilot Sport Cup • Pilot Sport Cup 2 • TB 15 • TB 15 (f & r) 	<p>NANGKANG</p> <ul style="list-style-type: none"> • NS-2R <p>PIRELLI</p> <ul style="list-style-type: none"> • P Zero Trofeo • P Zero C • CA67 • CF67 • P Zero Corsa • P7 Corsa Classic • P Zeri Torfeo R12 <p>SILVERSTONE</p> <ul style="list-style-type: none"> • FTZ Sport RR • FTZ Wet Tyre • S575 • S585 <p>TOYO</p> <ul style="list-style-type: none"> • R888 • R1-R <p>YOKOHAMA</p> <ul style="list-style-type: none"> • All Tyres
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In addition to the above table No "run flat" tyres, no 1B rated 'Track-day' tyres, no Rally tyres or competition type or cut tyres.

Decisions on which tyres are permitted will be at Scrutineer's discretion.

10. Suspension. All suspension must remain standard to the car which is being raced. No re-valving or oil on shock absorbers and no changing or lowering of the springs is permitted. Camber is not permitted on any wheel on a fresh car. Camber on race damaged cars will be down to scrutineers' discretion as to whether or not they feel this will provide an unfair advantage.

12. EXHAUSTS

1. An exhaust silencer must be fitted and reduce noise. It does not have to be the original manufacturers system.
2. No competition type systems are allowed.
3. Extra fittings are permitted.
4. Ineffective or systems that become insecure while racing will require you to pull off the circuit, as you will be excluded from the results & get a black flag.
5. The original down pipes must be used including catalytic converter (if fitted) but silencers maybe changed but no cherry bomb type are permitted. Any car that seems to be too noisy will not be permitted to race. This is at the scrutineer and Steward Of The Meetings discretion.

13. COOLING SYSTEM

1. Radiators are free & may be moved to any position in the engine bay.
2. Steam tanks may be used and may be L-shaped but must not have any part forward of the centre of the strut or front wheel on the passenger side. They may go across the bulk head behind the engine but that part must be rectangular only and not extend at all down towards the driver's side strut.
3. Electric cooling fans may be wired through a separate switch.

14. BRAKES

1. The *standard* manufacturers system must be used & work on all 4 wheels.
2. The handbrake must also be operational.

15. FUEL SYSTEM

1. The tank must be metal & have a maximum capacity of 9 litres. *No converted fire extinguishers are allowed.*
2. The fuel tank must be fitted on the "H frame", It should be kept away from the sides of the car in case of side impact.
3. Fuel caps must be of a metal screw type, no push fit types are allowed
4. The fuel outlet must be from the top of the tank.
5. The tank must have a positive means of fixing.
6. A breather pipe must be fitted which should incorporate a one-way valve, with the pipe terminating below the tank so as to prevent spillage if inverted.
7. All fuel lines must be of good quality rubber or be metal covered, no rigid metal piping is allowed.
8. Only roadside fuel can be used, Petrol or Diesel. No additives are allowed.
9. A working fuel cut off switch must be within easy reach of the driver.
10. Multi point injection can be used with a return back to the tank or a t-piece fitted in the fuel line between the fuel tank and the fuel pump but the electrical isolation switch (cut off switch) must be fitted in the N/S/R window area of the B post, for easy access of Safety Marshalls.
11. You may also remove the Single or Multi-point injection system and replace it with a conventional carburettor if it's available from the manufacturers range. If you have doubts about the legality of the change, please phone the Office for confirmation.
12. With carburettor fuelled cars, a manual shut-off tap must be fitted within reach of the driver when strapped in the car, but with fuel injected cars, the fuel flow must be controlled by the pump cut off switch. Immersed fuel pumps are permitted.

16. BATTERIES AND ELECTRICAL SYSTEM

1. The Battery must be securely fixed & covered with a rot proof material, if it is not of the sealed cell type.
2. Battery must be mounted on the H Frame
3. The batteries must be a minimum of 152mm or 6" away from the fuel tank.
4. No seatbelt straps must interfere with or come into contact with the battery.

5. A battery master switch must be fitted in the rear left-hand window and clearly marked "ON- OFF" or have an electrical danger decal. The cut-off switch must break the earth connection lead.
6. A self-starter motor must be fitted & working at all times.

17. MIRRORS

1. The Interior mirror may be fitted.
2. Door or Exterior mirror may be used but it must not protrude beyond the extreme body/chassis width of the vehicle.
3. Maximum mirror size is 152 x 100mm or 6"x4" and if glass, it must be covered in a clear plastic film to stop the glass fragmenting.

18. PAINT WORK

1. The external appearance of the car must look bright & professional at all times; drivers of scruffy looking cars will be told to improve their appearance & may not be allowed to race.
2. A maximum of two cars may be painted in team colours or painted to look similar, unless it is required by the Promoter for a particular team event.
3. Sign writing must be professional and be approved by the Promoter.
4. Roofs must be painted in the correct roof grade, the whole roof to the gutter line must be painted.

19. SUN VISOR

A Sun visor 165mm or 6" in depth may be fitted with your name upon it.

20. FIN PLATES

1. Fin plates must be fitted above the roof line but they should not be larger than 305mm or 12" by 559mm or 22" wide.
2. Fin plate numbers must be 229mm or 9" high by 38mm or 1½" in width, plain black numbers on a plain white background. Please ensure they are correct. **No Holographic numbers or backgrounds.**

21. DOOR NUMBERS

1. The drivers racing number must appear on both sides of the car. The numbers should be 406mm or 16" high x 50mm or 2" wide, on a contrasting background, which must extend a minimum of 50mm or 2" beyond the numbers.
2. Your racing number must also be displayed on your bonnet facing the control box. The numbers should be 406mm or 16" high x 50mm or 2" wide, on a contrasting background.

22. SPECIFICATION AND RULE CHANGES

The Promotion may at any time make amendments to the Specifications for the following reasons:

- In the interests of Safety
- Reduce costs for the driver
- In areas that are detrimental to the future of the formula
- If an unnecessary advantage has been deemed to have been gained

23. ROOF GRADING

1. All roof grade champions must start at the rear of the Grid, unless told otherwise by an official.
2. If you win a race at a meeting; you will start the remainder of the meeting from the rear of your grade.
3. It is at the promoters discretion to move any driver up/down the roof grade system at any time between roof grade rolls, Roof Grades will be amended every 2nd meeting.
4. Drivers are reminded that they should line up in points order on the grid with the engine switched off. Drivers with incorrectly painted roofs after the points chart has been issued will have to start at the rear of the grid.

N.B It is the drivers responsibility to know there roof grade colour after every 2nd meeting, and if unsure they must contact the office or view the Ringwood Raceway website to confirm there roof grade colour, which must be painted in full prior to the next meeting you intend to race.

Grid Line up / Roof Order:

- White
- Yellow
- Blue
- Red
- Points Champion – Silver
- Western – Black and White Chequers
- Southern Champion – Blue and white Chequers