



• Ringwood Raceway - Unlimited Pre 1990 Meeting Build Rules

- ALL DRIVERS MUST BE SIGNED ON, SCRUTINEERED AND READY TO RACE BY 4:30PM, THIS IS SO WE CAN DO A DETAILED DRIVERS BRIEF AND A GRAND PARADE FOR ALL CARS.

The overriding principle of these regulations is that unless it is stated that you can do it, you must work on the principle that you CANNOT.

1. TYPE OF CAR AND ENGINES PERMITTED FOR USE

- You must use Cars Manufactured 1990 or older and Must be RWD only. Yanks are permitted but no imperials or similar chassis to that of the imperial. No frogeye's or Supras are permitted. The minimum sized vehicle that can be used is the size and Weight as the Ford Cortina
- You must use either the original engine to the car being used, if using a replacement engine the an age related engine can be used (i.e 3.6litre xjs engine in a series 3 jag), The 4 Litre xjs engine is not permitted, only other engines that can be used is 2litre pinto's, 2.3,2.4,2.8,2.9 v6 cologne and 3 litre essex engines.
- The Use of Ultima, Zetec and Duratec's are NOT permitted

2. STRIPPING & PREPARATION

- It is compulsory to remove all the interior, glass, airbags and charges, spoilers and side-skirts.
- The complete dashboard should be removed.
- Remove all seats except the driver's which must be retained and fitted with all retaining bolts, the use of a racing seat is not allowed.
- Remove tow bars plus associated steelwork if fitted.
- Original fuel tanks must be removed.

3. ROLL BAR / H-FRAME

- You must fit a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor with a minimum size M12 bolt and suitable washers.
- You must have a minimum of four bolts in the top and four in the bottom, The maximum size of the base plate is 12" (300mm) x 9" (230mm)
- 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 by the drivers head, the B pillar and steering columns 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, (this applies to both sides of the car). If used, it is highly recommended that this is bolted through the B post.
- You may bolt the roll bar through both sides of the car. This is COMPULSORY on 2 door cars.
- The minimum size steel for the roll bar is 2" (50mm) x 2" (50mm) RHS or tube equivalent, up to a maximum size of 4" (100mm) x 4" (100mm)) RHS or tube equivalent. A minimum wall thickness of 3mm is required.
- Crossbars must have a minimum 5" and maximum 18" square end plate fitted. This must be a maximum of 6mm thick. Not exceeding past centre line of passenger doors
- You must tie the seat at shoulder level to the roll cage or B pillar. This must be done through the seat frame and not the 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.

4. STRENGTHENING

- Cars that fail scrutineering, found to be armoured or strengthened, and cannot be rectifiable on the day will not be allowed to race. Scrutineers decision is final.

Doors & Door Plates

- The driver's door may be welded, but must have no additional strengthening (this includes gussets) 2 x 1 box section is allowed in top of drivers door (lower window aperture). 2 x 1 box section is allowed in the drivers rear door (lower window aperture) extending maximum 9 inches from b pillar.

Please note if you are caught with any box section in any of the other doors you will be loaded and unable to race, you will NOT be given a chance to cut it out. This includes pre raced cars.

- A FLAT (no channel or angle) steel plate MUST be bolted over the driver's door to the following dimensions:
- Height – minimum 12" (300mm)
- Thickness - minimum 3/8 (9mm) – 3/4" (20mm)
- This must be fitted with a minimum of 3" (75mm) and a maximum of 6" (150mm) past the A & B pillars.
- This must be securely bolted with a minimum of four bolts.
- It is not permitted to cut slots in the driver's doorplate. Holes for bolts only.
- There must be at least one bolt through the A pillar and one through the B pillar or through the roll cage.
- The bolt size must be at least M16 studding or bolt. M12 is acceptable on all other bolts
- For 2 door and pillar-less cars (no B Pillar), the door plate MUST be bolted through the roll cage.
- Door plates cannot be joined to the water tank in any way.
- Passenger doors must be secured by bolting, seat belt webbing. The maximum number of bolts permitted is four per door. Where plates are used to secure doors (other than the driver's door), the plates must be a maximum of 12" x 12" (300mm x 300mm) – you may use ONE additional bolt per plate to secure through the A or B Pillar, this must be a minimum size 1/4" (6mm).

Driver's Floor Plate

- A steel plate fitted to the drivers floor pan is permitted.
- It must be no thicker than 6mm, and must be bolted in only using a minimum of 4 bolts.
- Floor plates may extend up the side of the transmission tunnel to the same height as the tunnel and up the bulkhead to 2 inches below the steering column hole in bulkhead, and be to the height of the drivers sill on the door side, but the plate can only be bolted through the floor and the A-pillar only, not to the sill, tunnel or bulkhead.
- A 4" (100mm) steel plate no thicker than 6mm bolted through the A pillar to the door plate can be welded or bolted to the floor plate.

Bonnet/Boot

- The driver must present their car for pre meeting safety checks with the bonnet and bolts.
- Triangular corner plates or straps may be used to secure the rear of the bonnet. They must be attached to the car by bolting or tack welding to a maximum of 1" (25mm) weld with a 1" (25mm) gap in between. Corner Plates or straps must be placed no further than (400mm) across or down from the back edge and side of the bonnet. WELDING MUST NOT REACH THE A PILLAR ON THE PASSENGER SIDE OR TOUCH PASSENGER DOOR
- Bonnets must be bolted down using a maximum of four bolts, two bolts in either side of the bonnet. Maximum height of bolt above the washer is 1 1/2" (37.5mm).
- Front bonnet bolts may go through either the slam panel, inner wings only NOT through chassis.
- Crush tubes may be used, which must be a maximum of 2" (50mm) outside diameter steel tube, with a maximum 5mm wall thickness. If bolted, a secondary plate on the opposite side is not permitted.
- Rear Bonnet Bolts crush tubes can be used but not welded or bolted.
Rear Bonnet Bolts are NOT allowed to pass through waterbox.
- Maximum size of bolt or studding is 1" (25mm), including shouldering. Cam wheels must not be used as bonnet washers. Maximum size of the washer is 7" (175mm) x 5" (125mm).
- Boot lid or rear door on estate cars may be bolted no welding permitted. Using a maximum of four bolts to secure boot, a maximum size of m10 bolts maybe used, only 50mm square plate washers can be used if fitting one bolt in each corner (see diagram), or a 2"x 5" x 3mm strap mate can be used to secure boot from boot to wing (BOLTED ONLY NOT WELDED) using maximum of 2 bolts per Strap Plate (See Diagram) ALL CARS MUST HAVE THEIR BOOTLIDS OPENED FOR SCRUTINEERING. NO WELDING AT ALL ON BONNETS

Toyota Crowns, yanks and separated chassis cars you can remove the original chassis to body securing bolts and replace them with no larger than M20 Bolts or Studding and use washers maximum of 150mm x 150mm, you are only allowed to bolt in the original bolt hole locations on the body to chassis.

Inner Wings are not allowed to be welded to chassis on any part.

Both p5's and Toyota crown's can have a 300mm x 300mm x6mm plate bolted through the floorpan and the chassis/gearbox mounting 2 places with studding or bolts max size of m12.

Front Wings

- Front wings may be folded and two additional bolts may be added to secure the wing onto the inner wing.
- Maximum of 2 bolts are allowed on rear wings/wheel arches using maximum of 50x50x3mm washers
- Cars with inner wings cannot be replaced with thicker or additional material.

Bumpers

Only original bumpers are permitted. Remove plastic bumpers.

Gas shockers between bumper and chassis have to be removed (excluding yanks).

All Ally Volvo rear bumpers have to be removed.

The Ally front bumpers have to be secured firmly by bolting them straight to the chassis.

Yanks should empty the shockers and weld shut.

No chains or strips between the chassis legs allowed.

General

- NO body filling of door shuts or Filling of corner plates allowed
- NO internal panel work
- NO Panelling of Light Apertures including pre-raced cars
- Sun Strips / Visors are NOT permitted
- Chassis Rails and Swan Necks are not allowed to be strengthened and will be checked
- Front and rear axles must be mounted in original mountings and bolts, the front subframe mounting points may have a larger washer in place (max 100mmx100mm)
- Axles can be welded into place using a maximum of 4 plates (2 each side) maximum of 2" plates/welds
- No screen bars allowed.
- You are not permitted to strengthen the gearbox tunnel.
- Expanding foam or any other material must not be used to fill chassis or door sills etc.
- Sunroof glass must be removed and covered with a steel plate the maximum thickness of (3mm), and the maximum size is 4" (100mm) larger than the sun roof opening and be fixed using a minimum of 4 bolts(1 in each corner), or welded. Cars without a sunroof may also be fitted with a roof plate maximum of 3mm thick
- Any repair welding can only be made with the same gauge metal as the original part of the body or chassis being repaired (maximum of 3" (75mm) square). This can only be secured by tack welding - welding 1" (25mm) with a 1" (25mm)gap before the next weld.
- It is not permitted to panel in headlight and window apertures.
- It is not permitted to panel in the inside of doors and or the rear parcel shelf and these must be left as original. Drivers name visors must be at the top of the windscreen only and must not be welded in place. THIS INCLUDES CHAMPIONSHIP MEETINGS.

MOT WELDING WILL BE CHECKED

Guards/Covers

- Distributor guard are permitted however must be no larger than 9x9" and 3mil thick and bolted to the block ONLY.
- The Pinto engine Can use a cambelt guard which must be the same silhouette as the original and be secured by bolting to original bolt holes and no thicker plate than 3mm.

5. FUEL SYSTEM

- The original petrol tank must be removed and replaced with a maximum size 2-3 gallon safety tank fitted inside the car on the h frame. Before fitting, the tank should be carefully checked to see that it cannot leak when inverted or on its side and the outlet must be from the top of the tank. The vent pipe from the top of the tank must be terminated below the floor level of the car.
- All fuel lines must be in good condition and securely clamped.
- 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.
- All fuel tanks must be of steel construction and have a metal screw top.
- A one way valve must be fitted to the breather pipe.

6. ELECTRICAL SYSTEM

- Batteries must be bolted or clamped in position and completely covered with rot-proof material to prevent acid leakage. Ratchet straps may be used as a secondary fixing only. Batteries must be fitted on h-frame/rollbar. If batteries are secured in a box the maximum dimensions are 18" x 12", 460mm x 300mm.
- All wiring must be fully insulated.
- Electrical starters must be fitted and in working order.
- Ignition and starting must be activated through an insulated switch, not by connecting bare wires together. A battery cut off switch MUST be mounted on the roll cage on the passenger side of the car; the switch must be wired to the earth side of the battery and will be checked

The brain/ecu can be mounted on gearbox tunnel, however it must not be mounted in a way that strengthens gearbox tunnel.

7. COOLING SYSTEM

- Only rectangular or L shaped tanks are permitted, with no braces. An L-shaped tank may extend towards the turret on one side of the engine only.
- L shaped water tanks must not extend beyond the front of the engine block
- The front of the engine is classed as the block not the pulleys or water pumps etc
- These tanks must only be secured by four fixings and may not be welded into the car or connected to any door or floor plates or bolted through chassis in any way
- Only 3 outlets are allowed from the water tank including breather pipe
- PLEASE NOTE THAT WATER TANKS ARE FOR COOLING PURPOSES ONLY AND NOT FOR STRENGTHENING.
- The water pump may be removed and blanked off
- Electric water pumps are allowed
- Tanks must be non-pressurised
- An overflow pipe, minimum size ½" (13mm), must go under the floor of the car and terminate at the back axle.
- Water outlets may be modified but not armoured.

8. ENGINES, GEARBOX & PROPSHAFTS

- The Original engines can be used. If replacing original then any age related engines may be used no power ups, the only other engines to be used is 2.0 pinto, 2.3,2.4,2.8,2.9 v6 cologne and 3.0 Litre Essex engines are permitted, the use of zetec, duratec and ultima engines are NOT permitted. The 4 Litre Xjs engine is not permitted
- Engine mounts must be the original mounts made for the type of car and must be mounted using original bolt holes.

NO cradles permitted, must be original engine mounts or engine swapped being used engine mount must be used to original mounting bolt holes and be bolted to original subframe (see Pictures)



Pictures are for illustration only

Any sub frame changes then we allow 150mm by 60mm strips are allowed in 4 places only to secure frames the purpose is to hold the engine and not strengthen the car

- The external parts of the engine must remain standard
- Original gearbox mounts are only allowed and positioned in the original position, or a ratchet strap may be used to secure the gearbox.
- Prop shafts must be original or straight though, the use of sliding or adjustable propshafts allowed
- Drive shafts remain standard, No Sliding or adjustable driveshafts allowed
- No turbos or superchargers.
- No dry sump systems.

9. EXHAUST & EXHAUST MANIFOLDS

- Exhaust manifolds must remain standard to the range of engine being used.
- Tubular manifolds, 4 branch manifolds are NOT permitted, the original down pipe/s must be used.
- There must be at least one silencer fitted to the system, on v6's the 2 into 1 section must be used must be securely fixed after the manifold.

- No car will be allowed to race without an exhaust system and all drivers must be aware that if your car seems to be too noisy by a scrutineer or the steward then you will not be permitted to race or may be black flagged. THIS IS A LEGAL REQUIREMENT FROM OUR LOCAL COUNCIL

10. CARBURETTOR/INLET MANIFOLD

- Fuel injection systems may be modified to carburettor using a original ford granada inlet manifold and must run with one standard downdraft Weber type carburettor to a maximum size or equivalent 38 DGAV e.g. Pierburg, Solex, Weber.
- Carburettors may be replaced with the equivalent size Weber conversion as per specification below. (max size carburettor allowed is 38DGAS as fitted to the 3.0 Litre V6 or 2.8 carburettor).

Jaguar engines can either use the original SU's or a homemade manifold using 1 38 DGAS carburettor

- Vehicles fitted with fuel injection can be used providing they are fitted using the standard banger fuel system and the fuel pump is replaced with a standard high pressure pump, or submersible pump. Suitable high pressure fuel lines must be used between the fuel pump and the injection system.
- Cold starting devices may be removed.
- Jets may be changed.
- Replacement Spindles with standard screws may be fitted, no polishing or reproofing allowed, no modifying or enlargement of any fuel galleries allowed.
- Floats must not be modified or weighted and needle valve must remain standard size, enrichment or power valve must be fitted and working.
- Note: The Solex or Pierburg carburettor may be replaced with the equivalent size Weber conversion as above specification
- All carburettors must have a visual secondary fixing on the fuel inlet pipe.
- Air filters may be removed or replaced by competition type.

11. SUSPENSION, BRAKES AND AXLES

- Suspension components must remain standard.
- Spring assistor rubbers are allowed.
- Springs may be changed but no 2 ¼ competition springs.
- Springs may be heated or cut for lowering purposes.
- A secondary fixing is required on coil springs that may fall out, chain or wire should be used.
- Shock absorbers must be standard type as fitted originally. No interchanging of suspension parts allowed.
- Bump stops may be removed.
- Camber must not be altered from standard, race damage must be proven and this will not be tolerated on new cars. The Scrutineers decision is FINAL.
- Brakes must be effective.
- Front Anti Roll bar brackets may be welded. Maximum of a 1 inch weld see diagram
- Re-positioning of the ball joint is not allowed.
- No additional strengthening of any other suspension parts is allowed.

12. DIFFERENTIALS

- Ratios are free but must be standard to the range.
- Differential are free and may even be welded and locked.
- Axle casings must not be welded or reinforced.

Differentials are to retain there original mounting position and not lowered, the original bolt may be replaced with studding and plate inside the boot no larger than 150mm x150mm this plate is not to be welded, its sole purpose is to keep the differential in place.

13. WHEELS

- ONLY standard steel or alloy wheel up to 7J that fits without modification may be used.
- Cut and shut or banded wheels are not permitted.
- All wheel nuts must be fitted at all times. Its the drivers responsibility to ensure the correct amount fitted and torqued to correct tightness. THIS IS A LEGAL REQUIRMENT- YOU WILL NOT BE PERMITTED TO RACE WITHOUT THEM OR IF THEY ARE NOT TORQUED CORRECTLY.

14.TYRES

- Conventional road tyre up to 235 may be used and a minimum of 60 profile
- All tyres should a minimum durometer reading of 60, whenever tested.
- All identification markings to remain on tyres. Any tyre with buffed markings will not be accepted, and will be subject to disciplinary action.
- Tyre gaiters are permitted.
- No "run flat" tyres, no 1B rated 'Track-day' tyres, no Rally tyres or competition type or cut tyres.

- Ringwood Raceway reserves the right to ban any tyre make or type which give an unfair advantage
- No Yokohama, Avon 7.3 wide safety, town and country, Mud & Snow Type, Toyo, Goodyear Eagle F1, competition type or cut tyres. Drivers should check with the Promotion concerned.
- In addition to the above, all 1B rated tyres- Any tyre listed below which is currently banned e.g. Goodyear Eagle F1 still cannot be used as per the 2014 rules and regulations:- AVON • ACB 10 Sport • CR6ZZ (Including Sport) • Turbospeed CR28 Sport • CR500 • ZZR BRIDGESTONE • Potenza S007 RFT CONTINENTAL • ContiForce Contact DMACK • Trackday DUNLOP • Formula R D83J • Formula R D84J • Formula R D93J • Direzza 02G • Direzza 03G • CR 311 • Sport Maxx Race • SP Sport R7 FEDERAL • 595 EVO • 595 RSR • FZ 201 GOODYEAR • EAGLE F1 HANKOOK • Z209 • Z210 KUMHO • Ecsta V700 (inc V78) • Ecsta V70A • Ecsta TW01 • Ecsta TW02 • Ecsta C03 MARANGONI • Zeta Linea Sport MAXXIS • Maz1 Drift MAXSPORT • RB4 Intermediate • RB5 MICHELIN • Pilot Sport Cup • Pilot Sport Cup 2 • TB 15 • TB 15 (f & r) NANGKANG • NS-2R PIRELLI • P Zero Trofeo • P Zero C • CA67 • CF67 • P Zero Corsa • P7 Corsa Classic • P Zero Torfeo R12 SILVERSTONE • FTZ Sport RR • FTZ Wet Tyre • S575 • S585 TOYO • R888 • YOKOHAMA -All Types, Technic and kingpin (kmt/cmV3 pattern) remoulds and toyo t1-r and uniroyal's can be used

15. SAFETY EQUIPMENT

- Flame retardant racing suits are compulsory. Neck braces are recommended. Fireproof Balaclavas are MANDATORY. Fireproof gloves are MANDATORY and must be marked appropriately.
- A full shoulder-type safety harness as approved by ORCi for Bangers with lap-straps must be fitted and bolted to the floor.
- A minimum of a four point buckle fixing must be used with a minimum of 3 floor fixings. A secure part of the floor or cage (including the seat bar), are recommended anchor points.
- A suitable head restraint must be fitted to the roll cage or seat. It is compulsory to pad roll cages by the drivers head including the B pillar and steering columns must also be padded with high density foam.
- A 1Kg Dry Powder Gauge Fire Extinguisher may be fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refuelling.
- Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are, FIA8860-2004, Snell SA2005, Snell SA2010, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC15) sticker.
- On wet meetings waterproofs may be worn as overgarments.
- The driver's seat must be secured and supported to the roll cage at shoulder level by bolting or tying.
- The 2nd roll cage cross brace may be used to support the seat, but it must be set below the bottom of the window aperture or you may construct and weld a frame on to the cage to support the seat. • The driver's seat must be a standard production seat, not a racing seat.

16. NUMBERS

- You must fit a fin plate to the roof of your car, minimum size 18" x 12"(460mm x 300mm) and a maximum size of 20" x 15" (510mm x 380mm).
- Your number must be either white on a black background or black on a white background, no other colours allowed, any other writing allowed must not interfere with the numbers, which must be minimum size 9" (230mm) high x 1½" (40mm) wide. If your number is not to the above specification, you may not be lap scored.

17. ROOF GRADES • Not Applicable

18. FINAL PREPARATION

- The external painting of the car should be in bright colours. Any colour schemes are permitted.
- Rusty or dirty vehicles will not be allowed out onto the circuit.
- Rude or provocative slogans are not allowed.
- In addition to the car construction rules, all cars presented at scrutineering must be considered safe and not unsightly.
- New under sealing of the underside of the car is strictly forbidden.

GENERAL BANGER RACING RULES

1. All flag signals must be obeyed immediately. 2. Drivers who appear to have indulged in the intake of alcohol or drugs will be excluded from racing. Smoking is not permitted in cars, on track or in the pits at any time. 3. No passengers are allowed in the car. The driver may only travel on the car on a parade or lap of honour. 4. Banger racing is a full contact sport - drivers can race to win or attempt to win by stopping the opposition. The Steward's interpretations and decisions on these rules are FINAL. All heats, consolations and finals must be in one direction only. Certain Promotions allow turning around on the bends, however this does not allow a driver to drive the wrong way down the straights. It is the driver's responsibility to

check with the staging Promoter exactly what rules apply at any particular meeting. Drivers must not attack any car on the infield/safety area, or attack from the infield/safety area. An infield hit is defined when the whole car being hit is on the infield, i.e. if one wheel is still on the track, then hitting this car would be a legal hit. Again, the Stewards decision is final on this. Any serious breaches of the infield safety area rule will carry an automatic 3 month ban. Drivers must not attack any cars after the red flag or if the stationary yellow is displayed above a car. Drivers must not attack an empty or overturned car. Any damaging collision on the driver's side between the centre of the front wheel and centre of the rear wheel will result in a penalty. T-boning cars which are against or close to the barrier with excessive force is not allowed. It is also not permitted to t-bone a car which is close enough to the barrier to mean that significant impact with the barrier is inevitable after the hit. Even where cars are not against or near the barrier, the Steward may still consider a hard t-bone anywhere on the circuit to be excessive, and may take the appropriate action to discipline the driver. The penalty for a T-boning offence as detailed above will be a 3 months ban. Dangerous and/or irresponsible driving as deemed by the Steward will incur a minimum of three months ban. For avoidance of doubt, length of the straight t-bones is considered dangerous and/or irresponsible driving. For further guidance, the following examples may also be considered as dangerous and/or irresponsible driving at the discretion of the Steward: 1. Attacking a car which has been stationary for what the Steward determines to be a significant length of time. 2. Attacking a car which is clearly already crippled. Please note that repeat offences will carry additional penalties where the current ban will be double the previous ban. This means that a 2nd offence of a 3 month ban as noted above will be 6 months and then a further offence would double again to 12 months. Using the infield or safety area in any way so as to gain an advantage is also an offence and can be punished as so by the Steward. 5. Demolition type events. Any race where the nature of the event is to stop the opposition to win the following rules apply attacking from the opposition direction is permitted providing the attack is from the outside of the track (fence side). You are also allowed to wait for car or attack any part of the car except the driver area, which is considered to be from the centre of the drivers front wheel to the centre of the rear drivers wheel. 6. Demolition Derby rules may only be used when the staging promoter declares by way of drivers briefing, letter or notice in the programme that these rules apply. 7. It is an offence to put or attempt to put an overturned car back onto its wheels during a race, drivers are not allowed to re-enter a car once they have left it. Repairs are not allowed on the circuit and car must not be pushed or handled in any way during a race. 8. A driver will be held responsible for his or her mechanics or helpers at all times. Drivers will be bound by the decision of the officials in all matters (these two items are a condition of booking). 9. Drivers must bring his or her log book every time he or she races. 10. It is an offence for two drivers to share a car at the same meeting; you may only race one car at a meeting unless the promotion allows it as an option for special events, and with specific permission. 11. All cars, trim, glass and wheels must be removed from the stadium directly after the meeting. 12. In all events the racing must be on track indicated, drivers who try to gain advantage by corner cutting will be penalised or disqualified. Also drivers who continue to drive on and off the safety area will be disqualified. 13. Drivers must comply with any reasonable instruction given by an official of the meeting, failure to do so will result in a penalty or disqualification. 14. Mechanics are not allowed onto the circuit or to repair any competing car. Mechanics are allowed onto the track by invitation of the Clerk of the Course or the Racing Manager only to take part in parades or lap of honour for trophy winners.

DRIVERS MUST STAY IN THE CAR DURING RACING WITH HARNESS TIGHTENED, THIS IS A LEGAL REQUIREMENT FOR DRIVER SAFETY IF CAUGHT EXITING THE VEHICLE THE DRIVER WILL BE LOADED AND MAY RECEIVE A BAN FROM RACING. IF IN THE EVENT OF A FIRE THE DRIVER AT HIS OR HER OWN RISK MAY EXIT THE VEHICLE IF SAFE TO DO SO, THE PROMOTION IS NOT RESPONSIBLE/LIABLE FOR DRIVERS ACTIONS