



ROOKIE BANGERS

2019 Rules and Regulations

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PLEASE NOTE FOR 2019 ROOKIE BANGER WORLD FINAL ALL CARS MUST BE FRESH AND NICLEY PAINTED. This is ALL cars NOT JUST THE auto qualifiers.

1. THE 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). If at any time the racing is felt to be "processional or roddy" the Start Marshall will wave a blue flag & then drivers must not overtake another car without attempting to spin the car out. However, you must not deliberately follow another car into the safety 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.

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 infield area will mean that the driver will be penalised.

2. ELIGIBLE CARS

Any right-hand 2 wheel drive saloon, hatchback or estate car with a steel body, with an engine size not exceeding 1998cc, with either carburettors or Multi Point Injection or Diesel. No ST Focus permitted

3. INITIAL PREPERATIONS

1. Remove all exterior mouldings, Screen glass, Door glass, Lamps and handles.
2. Remove all interior trim and passenger seating.
3. Remove the fuel tank, spare wheel carrier and tow bar if fitted.
4. Remove all obsolete wiring and interior debris from the car
5. Remove all plastic front and rear bumpers, the only bumper permitted is a steel bumper at the front of the car, however this bumper must be welded or secondary fixings, but must have an inspection hole of a min of 1" diameter to see through to the chassis, no Gusset welding or extra plate work is permitted. No Aluminium bumpers or box section bumpers will be permitted.
6. Foam padding must be used on the steering column and driver's side B post. This must be high density not pipe lagging
7. Read and familiarise yourself with the Rookie Banger rules and regulations for preparing the race car.
8. Mondeos, Vectras and Cougars must remove the front Bumper
9. Small Dizzy guards are permitted on front facing dizzy's only, but must NOT be connected to chassis (engine mounted only)
10. Crank sensor guards are permitted
11. Clutch guards are permitted

4. 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 affect 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 drivers that more contact is needed and not to just pass the car in front unless it is a stranded vehicle.
- 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 / VISORS

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 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

A Neck Brace is recommended, we advise you also to wear a spine support

6. KNEE PROTECTORS

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

7. WET WEATHER CLOTHING

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

8. 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.

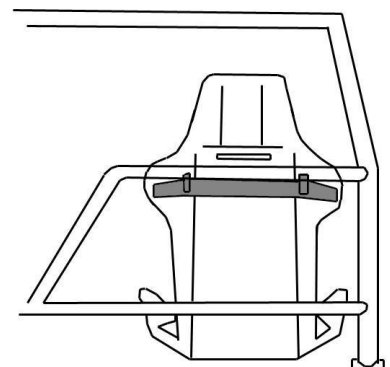
The fire extinguisher MUST be of a dry powder or gas type.

Old type BCF (green) fire extinguishers are NOT permitted

9. DRIVERS SEAT WITH HEAD RESTRAINT

You must have a Driving Seat with a head restraint and this may 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.



10. 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.

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 3in/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 1¼in /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.sfifoundation.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

1. A Steel "H frame" or Hoop, made out of box or tube with a minimum size of 50mm or 2" or a 100mm or 4" maximum size, must be constructed behind the driving seat as close to the "B posts" as possible, to support the roof area & for protection on any side impact. The "H frame" feet, top & bottom, must have plates attached to them so that the feet can be bolted, by a minimum of 2 bolts per foot, on to the floor and roof.
2. The "H frame" fixing bolts for the feet have a minimum diameter of 19mm headed bolts.
3. The Roll Bar frame must have a minimum of 2 straight cross bars, one at shoulder height to support the seat and the second much lower towards the floor, to act as a side impact brace. The cross bars must have end plates attached to them with a maximum size of 127mm or 5" square. The end plates may be extendable, but they must be welded or bolted to the frame, with no other extensions going forward or backwards. However, it is permitted if the Roll Bar is positioned slightly behind the "B posts", to have forward facing extensions that bolt through the "B posts" & then on to the end plates of the "H frame".
4. It is recommended that whenever possible to bolt the end plate to the door plate.
5. Fuel tank, battery & fire extinguisher **MUST** be fitted securely to the "H frame". The fuel tank and battery must be at least 6" apart.
6. It is compulsory that any part of the cage coming in to contact with the driver is padded with high density foam and not pipe lagging

8. BODY WORK

1. The driver's door is the only part of the car that can be welded shut, 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 and a maximum 6" length of box in the top of the drivers rear door.
2. All other door must be fastened using seat belt webbing **only**
3. A driver's door plate must be fitted and overlap the door pillars by a minimum of 3" but no more than 6" overhanging past the A and B post. NB No trench plates are permitted.
The plate must be a minimum of 10mm or 3/8", to a maximum of 19mm or 3/4" in thickness.
The depth must be no less than 254mm or 10" and no more than 15".
The plate must be fixed by a minimum of four 19mm fixings, two must pass through the door pillars with large washers on the inside.
The door plate holes must not be slotted, and A and B posts **MUST** be fitted and bolted.
4. Passenger door plates can be used on A, B post to wing and door but they must be no bigger than 300mm x 300mm plate.
Corner bonnet plates can be used from wing to window aperture to stop the bonnet coming in. All driver door plates, H Frame, Passenger plates must be a minimum of 19mm spanner head size bolts and large washers should be used to stop the nuts pulling through the skins.
5. Seat belt webbing only is to be used to strap the front of the bonnet and boot lid shut.
6. All gas support struts must be removed.
7. All front and rear plastic bumpers must be removed, however a front car bumper may be used, however this must be securely fitted by way of welding or secondary fixings (Mondeos, vectras and Cougars are not permitted to use a front bumper), **NO** tow bars must be left on the car. If bumpers are welded on there must be a minimum of a 1" inspection hole in each chassis, holes are to be a minimum of 3" back from the chassis leg – Where the bumper mounts, there is to be **NO** gusseting of bumpers and **NO** additional plating of bumpers
8. The lower part of the wing may be trimmed level to where the top of where the bumper was.
9. Seat belt strap only to be used to secure bonnet, Corner gusset plates can be welded onto the top of the wing and scuttle panel.
10. Seat belt strap only to secure the boot lid, **NO** bolts or plates, additionally all doors must be secured with seat belt webbing.
11. 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

9. ENGINES

1. The engine must remain as it was produced in its standard form. **NO race engines and NO internal machining is permitted, all internals must remain standard as per original manufacturers specification. NO ST170 ENGINES**
2. The air filter may be removed or replaced.

3. The carburettor body & Venturi's must not be altered or modified from the standard design.
**Only the webber carbs are to be used if converting mondeos/cougar injection vehicles
NO Honda twin carb set ups except within their own range.**
4. Injection can be used, but you must fit a kill switch to disable the electric pump immediately when it is switched to the off position.

10. GEARBOX

1. The Transmission must be kept as produced for the model in its standard form.
2. You may not lock the differential. NO Lsd are permitted
3. **Flywheels are interchangeable between manufacturer i.e. ford/ford Vauxhall/Vauxhall but must not be modified and must remain standard only.**

11. WHEEL AND TYRES

1. Wheels are free on each axle, Tyre Gaiters are allowed.
2. All wheel fixings must be in place, At scrutineering you must sign a form to acknowledge this.
3. All wheel weights and hub caps must be removed.
4. Any standard road wheel steel or alloy up to a width of 6" can be used.
5. No weller rims unless it's an FSO. No centre hub caps.
6. You are not allowed to do the following:

Use racing tyres, Nobbly or any type of competition tyre / Tyres suitable for Track Day use even if they are road legal, Town & Country tyres, 7.3 Avon Turbo Speeds, Yokohama's, Colway, or any Competition tyres, Tread cut tyres, Tyre with the markings erased.

Weather Speed's are permitted.

The only Toyo branded tyres that are permitted is the Toyo PXT1R's and the Toyo CF1 only.

A durometer will be purchased and can be used at anytime during a meeting to measure the softness of any tyre, any driver who fails this will be removed from all race results and will not be able to participate in the rest of that meeting. The reading must be a minimum of 60 at any time.

The Following Tyres are on the MSA's List 1b are NOT permitted to be used:

AVON

- ACB 10 Sport
- CR6ZZ (Including Sport)
- Turbospeed CR28 Sport
- CR500
- ZZR

BRIDGESTONE

- Patenza 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 (including 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 Zeri Torfeo R12

SILVERSTONE

- FTZ Sport RR
- FTZ Wet Tyre
- S575
- S585

TOYO

- R888
- R1-R

YOKOHAMA

- All Tyres

12. EXHAUSTS

1. Two exhaust silencer's must be fitted and effective, it does not have to be the original manufacturers system but it must be a minimum of a 2 box and terminate no shorter than the rear axle centre point. Your exhaust system should not exceed 96db. Silencer must have silencing material internally.

2. No competition type systems are permitted
3. Extra secondary fixings are permitted
4. Ineffective systems that come insecure while racing will require you to pull onto the infield immediately, you will be shown a black flag and excluded from the result.
5. Pre cats and Cats are NOT classed as a silencer.
6. No Cherry Bombs are permitted.

13. COOLING SYSTEM

1. Radiators can be used anywhere within the engine bay. HOWEVER Mondeo & cougar cars the radiators must occupy their original position in the front of the engine!
2. 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 to the "H frame" only.
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. No additives are allowed.
9. If an electric pump is fitted a cut off switch must be in close proximity of the driver.
10. Injection can be used but the electrical isolation switch (cut of switch) must be fitted in the NSR window area of the B post, for easy access of safety marshalls.
11. A working fuel cut of switch must be fitted within easy reach of the driver

16. BATTERIES AND ELECTRICAL SYSTEM

1. The battery (only one battery is permitted and it must be of similar size to the original one that was fitted as standard) must be securely fixed and covered with a rot proof material, if it is not of the sealed cell type.
2. The battery must be fitted to the H Frame.
3. The battery must be a minimum of 152mm or 6" away from the fuel tank.
4. No seatbelt straps must interfere 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 of switch must break the earth connection lead.
6. A self starter motor must be fitted and working at all times.

17. FIN PLATES

1. Fin plates must be fitted above the roof line but it 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, black numbers on a white background. Please ensure they are correct.

18. 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 the costs for the driver
- In areas that are detrimental to the future of the formula
- If an unnecessary advantage has been deemed.

Current registered drivers will be notified automatically of any changes.

19. 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 not receive any points, trophies or prize money.
- 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, Roofs must be painted in the correct grade, this includes the whole roof to the gutter line

Grid Line up / Roof Order:

- White
- Yellow
- Blue
- Red
- Points Champion Silver
- Western Black & White chequers.
- Southern Champion Blue & White Chequers.
 - World Champion – Gold Roof