



2021 Rules & Regulations

ECONOMY RODS

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Items marked in red are new updates effective from 1st January 2021

UNLESS THE RULES SAY YOU CAN DO IT, YOU CANNOT DO IT

New cars can be introduced provided they do not exceed cc limit, written permission must be given.

1. THE FORMULA

The Economy Rod Formula is predominantly a budget formula designed for the driver whom wishes to have a go at non contact racing without the huge overhead costs that some non contact formulas have, the formula is for anyone aged over 16 years of age and is Non contact racing, racing in a clockwise direction of the circuit/ race track, infield is out of bounds unless retiring from a race, bans will be issued for infringement of the rules or dangerous/wreck less driving. Any new driver to the formula must have a cross painted on the rear of the car in a contrasting colour for a minimum of 3 meetings.

A maximum of 2 persons within the same family can race this formula.

2. ELIGIBLE CARS

Cars must be a minimum of 1551cc to 1649cc fwd only. Only 2 Wheel Driver cars are permitted, no 4x4 models even if converted to 2 Wheel Drive, No 4 wheel steered cars allowed. The formula is based on 2 door models however 4 door models can be used.

Cars must remain standard to the manufactures range unless specified in these rules. Strictly no estates, Vehicles must be hatchback only

2.1 MAKE AND MODELS OF ELIGIBLE CARS

Audi A3 – 1595/1598cc Engine Codes: AUU, AEH

Daewoo Lanos – 1598cc, Engine Codes: A16DM

Fiat Bravo – 1581cc, Engine Codes: 182A4.000, 182A6.000

Ford Fiesta - 1597cc, 1994 onwards, Engine Codes: L1G, L1T, L1V, FYJA

Ford Focus – 1998 onwards, Engine Codes: FYDA, FYDC, FYDB, FYDD

Ford Fusion – 2002 onwards, Engine Codes: FYJA

Mitshubishi Colt – 1597cc, 1992 Onwards, Engine Codes: 4G92

Peugeot 205 – 1580cc, Engine Codes: BDY

Peugeot 206 – 1587cc, Engine Codes: NFZ, NFU

Peugeot 306 – 1587cc, Engine Codes: NFZ, NFT.L3.(TU)

Proton Personna/Satria – 1597cc, 1993 to 2004, Engine Codes: 4G92

Renault Clio Mk2 – 1598cc, 8v, Engine Codes: K7M

Renault Clio Mk2 – 1598cc, 16v, Engine Codes: K4M

Rover 25 and 200 (bubble shape only) – 1588cc, Engine Codes: K16-1.6 NOT K16-1.8

Seat Ibiza – 1595/1598cc, Engine Codes: ABU, AFT, IF,APF, AKL, AEH

Seat Leon – 1595cc, Engine Codes: AEH, AKL

Vauxhall Corsa B or C – 1598cc, Engines Codes: C16XE, X16XE, Z16SE

Volkswagon Golf – 1595/1598cc Engine Codes: AKS, AEK, ABU, AEA, AEE, AFT, AKL

Volkswagon Polo – 1598cc, Engine Codes: AEA, AEE, 1F, ALM, AKS, AFT, AUR, APF

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.
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 ban that he/she will be given once signed on will also result in a 3 month ban.
9. Any driver continually using excessive force and contact will receive a Black Flag and an automatic 3 Month Ban.

4. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their mechanics actions, Alcohol and drugs are may effect their judgment and bodily functions and be detrimental to their health and well being, and may affect any medical attention that may be administered by Paramedics, First aid assistance or Hospital staff, Should an incident arise or occur that proves fatal or otherwise on the Raceway or at the meeting you are attending and you are involved, it is very likely that the Police will interview you, and therefore it is illegal for you to Drink and Drive or take Drugs and Drive, and you may be prosecuted for doing so. Scrutineers and Officials will report to the Clerk of the Course, anybody they believe to be under the influence of Drink or Drugs. You may well be excluded from participating or competing if we feel you are intoxicated at any time during the event you have been warned!

FLAG SIGNALS FOR YOUR FORMULA

- WAVED GREEN FLAG: You may race.
- WAVED RED FLAG: You must safely slow down and stop immediately.
- CHEQUERED FLAG: Given to the race winner (penalties may apply during the race to stop you winning) continue to race until Red flag is shown to end the race.
- YELLOW (held steady): Beware driver in Dangerous position or hazard on track continue racing.
- WAVED YELLOW/YELLOW LIGHT: Slow down to 5mph single file No overtaking.
- BLUE FLAG: Hold you're racing line.
- WHITE FLAG WITH BLUE SPOT: Oil on track proceed with caution.
- BLACK FLAG: You are disqualified, pull off the track immediately given 3 times maximum to the driver in any race if you ignore this you may receive a minimum of a 3 month ban.
- WHITE FLAG WITH RED CROSS: Technical Disqualification, leave track immediately.

Drivers wishing to retire to the infield must do so as quickly and safely as possible, drivers are reminded that if your car stops or is stranded on the racetrack during a race, **you must not exit the vehicle at any time! And can exit once racing has stopped via a red flag, if your car is on fire this is the only time that you can exit your vehicle and provided that you have enough time to exit safely and make it to the infield grass safety area or outer marshal area, you must**

make yourself familiar with the driver safety areas. Drivers must NOT attack or hit another car onto or off of the safe areas. If you are injured in your race car you must indicate to outer or inner marshal a thumbs down for assistance, if you are not injured a thumbs up to either marshal will indicate you are ok for us to continue racing. Drivers will be penalized for stopping races if you do not need assistance, Safety is paramount and if we feel it necessary that you need assistance we will give a red flag for your safety, if you give a thumbs up we will cover your car with a held yellow flag. Drivers are responsible for your safety Harness and Helmets, and must have them correctly fitted as marshals are not responsible for their misuse.(please fit and use safety equipment as per manufacturers guidelines).

5. 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 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 compulsory; and must be worn we also recommend wearing a spine support.

6. WET WEATHER CLOTHING

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

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. 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.

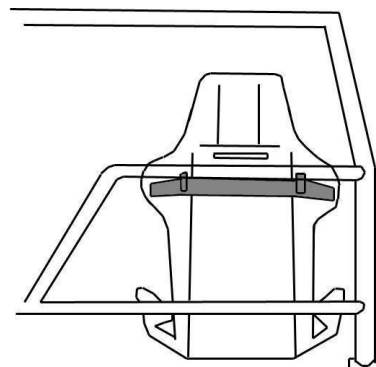
The fire extinguisher capacity **MUST** be at least a **MINIMUM** of 2Kg.

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

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

9. COMPETITION STYLE DRIVERS SEAT WITH HEAD RESTRAINT (RECOMMENDED)

If a standard/competition seat is used it must have an **additional head restraint support** and also be supported at both the shoulder and lower back heights. If a standard seat is used it should be original to the manufacturer of the vehicle and be used in the original position. If competition style seat is used you must have a head restraint, 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, 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 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 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.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.

6. ROLL CAGE

Key: SHS = Square hollow section.

RHS= Rectangular hollow section.

CHS= Circular hollow section.

Either a H frame, Half Cage or full cage is permitted in this formula

The roof may be removed to assist welding of all joints and any gusseting of joints and fitment of cage, but it must not be lowered or shortened when refitted. The roll cage must be fitted using a minimum of 38x 38x 3mm or 40x 40 x 3mm SHS or CHS. It must support both the A and B pillars. The cage must consist of the following ironwork.

- One front hoop over the A posts if a full cage but to include below if full, One rear hoop over the B posts if it is just a rear hoop or H frame.
- Roll cage must also be tightly fabricated to the bodywork of the car and where touching panel work it is advised to put some welds from ironwork to bodywork to tie it all together.
- There must be 1 cross bars behind the driver to support drivers seat at shoulder level.
- A door plate or chicken bar must be fitted inside the door skin and bolted through or welded to the A and B pillars, bolts must NOT protrude through the door skins and the door bar must be a minimum of 50 x 50 SHS, 50mm CHS both 3mm thick, if a plate is used this must be a minimum of 12" deep and 10mm thick.
- Any part of the cage close to the driver must be padded.

7. SUSPENSION GENERAL

1. To be fitted as original.
2. No adjustable parts are allowed.
3. All suspension parts must be located on the original mounting points on the chassis & body.
4. Only standard bushes are permitted, solid bushes and/or competition bushes are not permitted.
5. On the Anti-roll bar to lower suspension arm location only the original bushes can be used, only one anti roll bar is to be used on each axle, i.e. no doubling up on front or rear axles.
6. A rear and/or front strut brace is permitted but must not be adjustable.
7. Any accident damage that causes any excessive camber on any wheel MUST be rectified for the next meeting you intend to race.(NO Exceptions)
8. No Spring Assister Blocks are permitted.

8. OSF SUSPENSION (WHEELBASE MUST BE PLUS OR MINUS 10MM FROM STANDARD)

1. Must stay completely standard. But can be lowered by heating or cutting of springs

9. NSF SUSPENSION (WHEELBASE MUST BE PLUS OR MINUS 10MM FROM STANDARD)

1. Camber is permitted but only 1 inch on the bottom arm only No moving in hub or strut top, a 2 meeting ban will be imposed if any additional holes or mounting holes are opened up bigger or elongated.

10. REAR SUSPENSION

1. Must remain as standard. But can be lowered by heating or cutting of springs
2. Only standard bushes are permitted, solid bushes and or competition bushes are not permitted.
3. Torsion bars can be strapped to lower but must be secure, no chaining or adjustable ratchet straps

When repairs are carried out they must be within the following tolerances:

Rear Camber angle. Minimum 0°, Maximum 3° Negative. If changed must be on both sides of nsr and osr equal about

N.B Camber is only permitted on the NSF (Please note that rule 7, part 7 will apply)

11. THE STEERING

Power steering racks can be replaced with manual ones within manufacturers

12. WHEEL RIMS

Must fit without modification, drivers are responsible to knowing and ensuring that ALL wheel nuts and or bolts are fitted correctly and are tight at all times. The correct wheel nuts must be used for the type of wheel used eg Alloy to Alloy and the correct amount are used at all times.

No Wheel Spacers are permitted

Wheels and tyres must not protrude the wings except for NSF to allow for camber.

No multi fit alloys are permitted.

Locking wheel nuts to be removed and replaced with correct fixing

13. TYRES

1. Must be road legal.
2. No competition.
3. No Hoosier, No Avon tyres.
4. Yokohama tyre are not permitted.
5. No Toyo 888, however Toyo 1R and 1S are allowed to be used as they are road legal.
6. Tyre buffing is not permitted.
7. Tyre softner is not permitted.
8. Tyre gaiters are not permitted.
9. Mud & Snow/Alpine versions are not permitted.
10. Tyre markings must be clearly visible, any scrubbed tyre or removal of markings will deem your car illegal.
11. You are requested to ask to use any tyre that you intend to use for clarification and conformity to the rules, your questions regarding this should be made to the office on 01202 900626. Do not just turn up on race day, this must be checked prior to the event.
12. New tyres may be used but must be within permitted range.

14. FINAL DRIVE

1. Must remain standard
2. Differentials must NOT be locked and no Limited slip differentials even if fitted as standard
3. Drive shafts must remain standard, however passenger side can be extended to suit camber.

15. GEARBOX.

Must remain standard and fitted to the car and engine it was intended. No Competition Gearboxes

16. ENGINE

No engine swaps are permitted, except within manufacturer range and codes listed
Engines must remain standard both inside and outside No polishing of manifolds or cylinder heads.

Camshaft must remain standard to engine fitted, NO competition, re profiled, High Lift or Long Duration are permitted.

No Vernier Timing pulleys are permitted, Camshaft pulley belts and all belt pulleys must be standard fitment and not redrilled or modified, and keyways must be used in their original form if fitted at manufacturer stage. Chipping or remapping of ecu's is NOT permitted and we are currently looking to purchase equipment that can check this. Chipping or remapping of the Ecu will deem you liable for a penalty and possible ban. All vehicles must only achieve the maximum tolerance given for Break Horse Power as written in the autodata manual anything over this will be deemed illegal. Electric water pumps can be used.

17. CLUTCH AND FLYWHEELS

1. No Lightened Flywheels are permitted.
2. No Lightened Clutch cover assembly's are permitted.
3. Clutches must remain standard to make and model of vehicle.
4. Dual mass flywheels can be converted to solid.

18. IGNITION SYSTEM - DISTRIBUTOR.

1. You can only use the electronic ignition or distributor or manual distributor.
2. The vacuum units may be removed.
3. The mechanical advance maybe altered
4. Distributors must remain free and not locked.
5. Crank shaft sensors and cam shaft sensors must be fitted in standard positions and no elongating of holes.
6. Air flow Meters must be fitted on models used as standard.

19. FUEL SYSTEM.

1. Fuel tanks must be metal or FIA approved & fitted inside the rollcage area, behind the driver, but not below the chassis rails and must be positioned safely inside the car if full cage is used, or on the H frame if fitted.
2. A complete fire wall must cover the tank and electric fuel pump if inside the rollcage area and this must be situated behind the B post line but within the confines of the rollcage area. If a H frame is used the fuel pump must be attached to the frame and not on the floor.
- 2a. Firewalls must be easily removable at scrutineering.
3. You cannot enclose the rear boot area from the seat to the rear window aperture.
4. The tank must have a maximum capacity of 18 litres.
5. Fuel caps must be of a metal screw type, no push fit types are allowed fitted with seal.
6. The tank must have a positive means of fixing.
7. The fuel outlet must be from the top of the tank, original tanks must be removed.
8. Fuel regulators are allowed.
9. An electric fuel pump can replace the mechanical one, but must be fitted inside the firewall area
10. All fuel lines may be inside the car, if inside the car they must be metal or metal covered.
11. A fuel shut off tap must be within easy reach of the driver.
12. 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.
13. The tank should not be below the chassis rails so where a floor exists, four 50mm dia holes should be drilled for drainage purposes.
14. Only roadside fuel can be used. No additives are allowed.

All Oval Racing Formulae

Permitted fuel specification from 1st January 2008 (this specification supersedes all previous specs).

1. All cars must only use fuel from roadside pumps as defined below.
Petrol (Motor Gasoline of the type on sale to the general public from roadside filling stations)
BS 4040 (Leaded) Subject to a valid permit for use. LRG (Unleaded), BS EN 228 (Unleaded),
BS7800 (Super Unleaded).
2. Petrol is a product refined from crude oil that contains a large number of identifiable compounds that can typically be 250 in number. These compounds can be identified and compared to the available petrol from major oil companies and suppliers.
3. Unless otherwise stated, or the distinction is made between leaded and unleaded petrol, major gasoline fuel shall meet the following; Acceptance levels for Octane numbers will be determined at 95% confidence level. Only additives to this motor gasoline fuel solely for the purpose of lead replacement are allowed.

4. Lead Replacement Gasoline, LRG, also known as LRP. Only additives from Sodium, Phosphorous, Potassium, or Manganese according to manufacturers recommendations are allowed. Note; Manganese can enhance octane values in any petrol. Under no circumstances will values in excess of 0.005 grams/litre be permitted.

Lead in excess of EU directive 98/70EC requirements is illegal.

5. We reserve the right to amend the detail of the above specification to reflect any change occurring in the quality of the fuel on sale to the general public at any time.

20. EXHAUST SYSTEM

1. The exhaust manifold must be standard. No 4 branch manifolds are permitted, unless fitted as standard, NO aftermarket or competition manifolds.
2. The front down pipe and manifold must be standard.
3. You must use a minimum of 2 fully operational exhaust silencers excluding cat and pre cats.
4. Exhaust System must terminate no further forward than the centre line of the rear axle.
5. All boxes must have silencing material and be effective in its silencing if your exhaust breaks or becomes too loud during a race you will be technically flagged, and you **MUST** retire from the race when asked to do so or face a ban.
6. You must have secure secondary fixings to stop your exhausts from falling from your vehicle.
7. No cherry Bombs allowed.

21. BATTERIES & THE ELECTRICAL SYSTEM.

1. The Battery(ies) must be securely fixed & covered with rot proof material if they are not of the sealed type.
2. Battery(ies) may be in a battery box, and the battery must be positioned on the H frame if fitted or inside the roll hoop area.
3. A battery master switch must be fitted in the rear passenger window area and clearly marked "ON- OFF" or have an electrical danger decal.
4. When an electric fuel pump is used, a cut off switch must be positioned within easy reach of the driver in that area on the cage or h frame.
5. A self-starter motor must be fitted & working at all times.
6. A 24volt system may be used.

N.B Random checks will be made on track, if any defects found this will result in you not being able to race.

7. The OBD plug must remain accessible at all times ecu **MUST BE STANDARD**, a bond of £75 must be given if an ecu is to be checked if legal the bond is kept by the driver under scrutiny, if illegal the ecu is deemed illegal and all points earned by the offending driver for 5 previous meetings will be removed

22. INTERIOR MIRROR.

A rear view mirror is compulsory and must be fitted inside the car and be usable, Door mirrors if used must be original type to the vehicle or smaller.

23. BODYWORK/INTERIOR

Body work or Shells are to remain standard, doors may be welded shut, but must be secured shut, bumpers must be fitted and secondary fixings are compulsory with a minimum and maximum of 19mm headed socket or spanner nut and bolt fixing, cable ties and rivets are NOT permitted. wheelbase must not be altered except for inset and offset wheels, plastic kits are not allowed other than the originally fitted skirt kit but this must have secondary fixings other than original fixings. Bonnet and boot bolts or pins are compulsory, size and number is free but must be a maximum of 19mm headed nut or bolt in spanner or socket size, front and rear light apertures must be covered in with metal not mesh and screw fixed. A fully functional foot brake light must be fitted in the rear window aperture only and must work when the foot brake is applied it must not work in any other way. All airbags **MUST** be removed and gas struts on bonnets or tailgates.

Dashboards may remain, however all plastics and trims internally must be removed, especially around the drivers area, All internal plastics, roof linings, interior cards, trim and carpets must be removed including all glass.

Drivers seat can be changed to a competition type, however this must be supported by the h frame or roll hoop.

2 Lifting points must be accessible on the front of the car, one each side of the chassis rails, Lifting points must be secured by either welding, bolting or looping around the chassis.

24. PAINTWORK.

1. **The external appearance of the car must look 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 colors or painted to look similar, unless it is required by the Promoter for a particular team event.
3. The full roof to the gutter line is to be painted in your correct roof grade, it is the drivers responsibility to ensure this is done after each roof grade as well.
4. Sign writing must be professional and be approved by the Promoter.
5. **Drivers MUST** know their correct roof grade, NO writing of roof colour. If you start in the wrong grade you will forfeit prize money and points and trophies.

25. SUN VISOR.

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

26. FIN PLATES & ROOF NUMBER.

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.
3. The racing number can be painted on the roof.
4. No Colour other than black on white is permitted, especially no holographic

27. DOOR NUMBERS

1. The drivers racing number must appear on both sides of the car. The numbers should be 300mm or 12" high x 50mm or 2" wide, on a contrasting background, which must extend a minimum of 50mm or 2" beyond the numbers. **(AND MUST MATCH ROOF FIN NUMBERS)**

28. 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.

29. 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 that 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 be permitted to race.
- 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.

Grid Line up / Roof Order:

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