



CONSTRUCTION RULES AND REGULATIONS 2023

***Before applying to Spedeworth for a race
licence all drivers must be paid up members of
the National Super Rod Drivers Club***

NATIONAL SUPER RODS ARE AN INDEPENDENT
FORMULA, PROMOTED BY NATIONAL SUPER ROD
RACING UK, RAN WITH HELP OF THE DRIVERS,
THE OBJECT OF THE FORMULA IS TO GIVE FAST
NON CONTACT RACING, AT MINIMAL COST.

**WWW.NSRR.CO.UK
EMAIL: INFO@NSRR.UK**



VIOLATIONS

When referring to the engine, or construction, rules and regulations, the principle will always be: **UNLESS PERMISSION IS SPECIFICALLY GRANTED TO MAKE MODIFICATIONS, NOTHING MAY BE DONE TO ALTER OR CHANGE, IN ANY WAY, THE STANDARD PARTS.**

Unless these rules state you **CAN** do it, you **CANNOT** do it.

All production car and all engine specifications will be taken from the technical service data book for the cars as published by GLASS's GUIDE SERVICE LTD UK EDITION.

INSPECTION

The board reserves the right to inspect any car or engine at random. Any violation may result in a suspension from racing of the driver concerned. Refusal to submit to a board sanctioned request will result in automatic suspension.

Cars placed in major championships will be subject to post race scrutineering.

In the event of the legality of parts being disputed, they must be left with a board official or board appointed scrutineer for further inspection.

Failure to comply will result in the offending parts being ruled as illegal.

The absence of casting marks renders parts illegal.



DEFINITIONS USED IN THESE REGULATIONS:

REAR WHEEL DRIVE CARS – Cars which, when produced were rear wheel drive..

SPACE/SEMI SPACE FRAME CARS – Cars which are based on models that when originally produced were front or rear wheel drive.

CAR MODELS

Only saloon or coupe type cars with a minimum length of 14ft are permitted. While the board are keen to encourage new cars to the track, any driver must contact the board of National Super Rod Racing **before** commencing a new build.

The decision to include additional models will be made with the interests of the sport as the fundamental guideline. .

ENGINES TYPE ALL CARS

MUST USE 2.8, 2.9 Cologne OR 3.0 Essex Ford V6 Engines

Dry sumps are **NOT** permitted



POSITION

- A) REAR WHEEL DRIVE CARS.** Engine must not extend further back than the windscreen bottom aperture, against the rear face of the engine block when viewed vertically. To enable this to be checked, a ½" (12.5mm) hole must be drilled in the bottom edge of the furthest point of the lower windscreen aperture.
- B) SPACE/SEMI-SPACE FRAME CARS.** Front to rear wheel conversion, Engine must not extend further back than the windscreen bottom aperture, against the rear face of the engine block when viewed vertically. To enable this to be checked, a ½" (12.5mm) hole must be drilled in the bottom edge of the furthest point of the lower windscreen aperture..

THE FOLLOWING MODIFICATIONS ARE PERMITTED IF REQUIRED

CARBURETION

The carburetor body must be of the type manufactured in standard form from the engine used. It must remain in its standard form, and **MUST NOT** be modified in any way.

Changing or drilling of jets and emulsion tubes is free.

2.8, 2.9 Cologne & 3.0 Essex ENGINES-

The SOLEX GRANADA 2.8, WEBER 38 DGAS OR 38 DGMS, PIERBURG/SOLEX 28 EEIT GRANADA or WEBER 40 DFAV OR DFA carburetor may be used
CAPRI, GRANADA or SIERRA inlet manifold must be used

CARBURETTOR TO INLET MANIFOLD SPACERS CAN RANGE FROM 0MM – 30MM, BUT MUST REMAIN IN ORIGINAL POSITION.

INLET MANIFOLDS

INLET MANIFOLDS **MUST REMAIN AS STANDARD MANUFACTURER'S**

EQUIPMENT 2.8, 2.9 & 3.0 ENGINES AND MUST REMAIN IN THEIR ORIGINAL POSITION. REMOVAL OF MATERIAL IS PERMITTED, BUT NO ADDITIONS. PORT MATCHING AND POLISHING IS ALLOWED.

2.9 engines can use 2.8 inlet manifolds, Removal of material is permitted. Bolt holes may be moved for fitting.

The removal of the centre dividing web is permitted, as far as the tangent of the radius of the existing main body and flush with the existing internal base of the chamber



REMOVAL OF YELLOW HATCHED AREA ONLY ALLOWED BETWEEN RED LINES.



CYLINDER HEADS

FORD 2.8, 2.9 Cologne & 3.0 Essex V6

Must be of the type manufactured to that engine and must retain their original concept. They may be polished, skimmed and the valves may be changed. Any valve guide may be used, but must occupy the original position. Completion valve caps may be used. The fitting of double valve springs is permitted. Only two valves per cylinder is allowed. Rocker gear is free. Port matching and polishing of ports is allowed. Three angle valve seats are also permitted on all heads

CAMSHAFT / TIMING GEARS

FREE

FLYWHEEL/CLUTCH

FREE

BLOCK / PISTONS

2.8 Cologne & 3.0 Essex V6

A maximum overbore of 60 thou (1.5mm) is allowed on all blocks. ALL UNITS. Pistons must remain standard except that the Powermax or equivalent may be used as a replacement and valve pockets may be relieved. Pistons may be skimmed. Connecting rods, crankshafts and all bottom end components must remain as manufactured items, with no special replacements I.E. billet cranks, billet steel conrods etc. Pistons must not protrude the face of the block. Blocks may be skimmed.

2.9 12v Cologne V6

Any 2.9 12v V6 Cologne, two valves per cylinder UK spec engine, (no parts from the 24v engine may be used) only engines of a type manufactured on a full production basis are allowed. No homologation specials or limited supplies of special vehicles allowed. This includes research and development units. A maximum overbore of 60 thou (1.5mm) is allowed on all blocks. Pistons may be skimmed. Crankshafts must remain as manufactured items, with no special replacements, I.E. billet cranks, Pistons must not protrude the face of the block. Blocks may be skimmed.

Standard 2.8 pistons may be used, these may be machined to sit flush with the top of the block. Piston skirts may be machined for clearance only.



ALL ENGINES

All cranks and rods must be as fitted to original engine format **(I.E. NO 2.8 CRANKS AND RODS FITTED INTO 2.9 ENGINE OR ANY OTHER COMBINATIONS.)**

Connecting rods nuts and bolts may be changed to uprated parts I.E. ARP bolts.

Pistons and connecting rods can be balanced by spot machining only, and one rod and piston must remain standard. Crankshafts may be balanced by spot machining and adding weight to original crank weights only.

NO POLISHING OR LIGHTENING OF RODS AND CRANKS.

NO ALUMINIUM SUMPS ALLOWED

NO TURBO CHARGERS, SUPER CHARGERS OR FUEL INJECTION ALLOWED

ELECTRONIC MANAGEMENT SYSTEMS NOT ALLOWED



CATCH TANKS

An engine oil catch tank capable of accepting any surplus oil or fumes from the engine must be fitted within the engine compartment. There must be a hose or similar conveyance fitted to feed the engine to the catch tank.

The gearbox must vent to a catch tank, this can either be the catch tank in the engine compartment or a separate tank within the passenger compartment.

All catch tanks should be emptied between races.

COOLING SYSTEM

All radiators and cooling containers must be fixed forward of the front bulkhead. All radiators must be fitted with a pressurized cap and be pressurized. An effective firewall must always be fixed between the radiator and the

FUEL

All fuel tanks are to be fitted behind the driver, a minimum of 12" (300mm) from any external panel. All fuel tanks must occupy a separate compartment from the driver. All fuel tanks must have a positive means of fixing.

Filler caps must not be prone to spillage, no push on caps allowed.

Fuel lines must be metal or approved reinforced material

Fuel tanks must be fitted with a vent pipe that includes a one way roll over valve

The fuel system must incorporate an on/off tap within easy reach of the driver and must be indicated by a suitable sign..

Fuel tanks must be a maximum of 5 gallons (22.7l). Roadside fuel only, no additives allowed with the exception of octane booster.

NO AVIATION FUEL PERMITTED.



BATTERIES

Batteries must be bolted or clamped down in an upright position, using a material that will not short or rot due to acid contamination. Batteries must be covered by rubber or acid-proof material. Batteries must be situated away from the drivers safety harness, so that the acid fumes cannot rot the straps. A battery master safety switch must be fitted externally on the nearside of the car, in the vicinity of the rear window, and **MUST** be denoted by a standard Electrical Cut Off Sign. The master switch must cut all power to the engine and fuel pump

STARTERS

A starter motor must be fitted and **MUST** be in good working order.

TRANSMISSION

The gearbox ratios are free and may be altered, but must remain in a standard gearbox casing. No non O.E. alloy gearbox casings are allowed. Sequential gearbox's are not allowed. Adapter plates are allowed to facilitate the fitting of mass production gearboxes. Automatic gearbox's may be used or replaced.

QUICK-CHANGE RATIO TYPE GEARBOXES SUCH AS THE HEWLAND/DOUG NASH SPECIALIST BOXES ARE NOT PERMITTED.

REAR AXLE

Rear axles are free, and can be fitted with free, locked, Powerlok or limited slip differentials.

NO NASCAR TYPE DROP GEAR, QUICK CHANGE TYPE OF AXELS PERMITTED. NO REAR WHEEL STEERING.

EXHAUSTS

Exhaust manifolds are free, standard cast or fabricated manifolds may be used, but when manifolds terminate into a single pipe this must be within 6" (150mm) of the front of the rear wheels pipes must be a minimum of 36" (450mm) long.

Either two of QH3002, QH8325, AX891, E1ADDN5230A one for each bank, or a single JETEX Super Oval U316335 2.5", or Turbotight Y307600 3"silencer must be used.

All systems must have a minimum of 10" (250mm) tail pipe, when exhausts terminate at the side of the car they must angle downwards. Exhaust noise must be reduced below **95 decibels @ 3/4 max engine revs**



SUSPENSION

NO ALUMINIUM CROSS MEMBERS OR HUBS.

A) REAR WHEEL DRIVE CARS ONLY – No independent suspension units to be used where not fitted as standard. Cars originally produced with macpherson strut type suspension must retain a suspension leg. Competition parts may be used but no aluminum struts. Four or 5 link rear suspension may be used. This also applies to use of a live axle where not fitted as standard, the floor panels must remain complete throughout and only 2 holes with a diameter of 6" (300mm) are allowed to pass things through. Adjustable shock absorbers may be fitted on all wheels, adjustable spring platforms and top mounts may be used. **SHOCK ABSORBERS FITTED WITH SEPARATE RESERVOIRS ARE NOT PERMITTED. SHOCK ABSORBERS/ROLL BARS THAT CAN BE CONTROLLED FROM DRIVER'S POSITION ARE NOT PERMITTED.**

B) SPACE/SEMI SPACE FRAMED CARS – No independent suspension units to be used where not fitted as standard. Cars originally produced with macpherson strut type suspension must retain a front suspension leg. Competition parts may be used but no aluminum struts. Four or 5 link rear suspension may be used. This also applies to use of a live axle where not fitted as standard, the floor panels must remain complete throughout and only 2 holes with a diameter of 6" (300mm) are allowed to pass things through. Adjustable shock absorbers may be fitted on all wheels, adjustable spring platforms and top mounts may be used. Cars may be adapted to take wishbone or macpherson struts. **SHOCK ABSORBERS FITTED WITH SEPARATE RESERVOIRS ARE NOT PERMITTED. SHOCK ABSORBERS/ROLL BARS THAT CAN BE CONTROLLED FROM DRIVER'S POSITION ARE NOT PERMITTED.**

BRAKES

Brakes must be effective on all four wheels.

PARKING BRAKES ARE COMPULSORY. Competition and aluminum calipers are permitted. Bias pedal box is allowed.

WHEELS

A maximum wheel diameter of 13" can be used. The maximum wheel width is 10", the tyre and wheel must be fully covered by the arch (see rules on tyres and body) wheel centres or rims may not be reversed

NO NON-FERROUS METAL HUBS I.E. ALUMINIUM, TITANIUM, ETC.



TYRES



Slick or wet tyres are allowed, slick tyres can be cut to be used as wets

Avon 9.0/20.0-13 must be **A10** oval compound only

Hoosier 9.0/20.0-13

Niron 9.0/20.0-13

ROLL CAGE -NO ALUMINIUM ROLL CAGES ARE PERMITTED.

The minimum requirement is a four post roll cage with down bars in support of the A & B posts, constructed from mild steel members, minimum size of 32mm x 32mm x 3mm, or 38mm x 38mm x 2.5mm box or tube, all securely welded at all joints as shown and must include the following.

1. One horizontal bar between A Posts (at dashboard level)
3. One horizontal bar between B posts at approximately mid height and adapted to form support to the seat / seat headrest or a seat hoop.
4. Two “chicken” bars in the driver’s door aperture and two in the passenger door aperture. Chicken bars to fit between A & B post support down bars and no further. Chicken bars must have a minimum of two connecting bars to join them both together made of a minimum of roll cage material but may be thicker to help with weight. If the bars cross they must have two extra connecting bars so it is not just a cross in the middle as shown in the diagram below. Bars that lay on the sills will not be classed as chicken bars.
5. Two down bars, one each side from the roll cage top, to either, the rear suspension turret (5) or (5A) into the boot well, terminating 100mm short of the back panel.

One 20x20mm or 20mm od round bar must be welded or bolted in the front window aperture 1/3 of the way across from the driver’s side

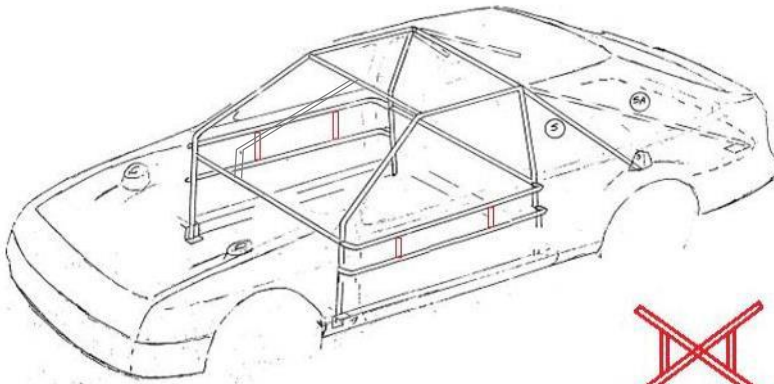
The following members may be added (to the same material specification as the roll cage)
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6. Two bars, one each side, from the B post down bar base, rearward to the suspension turret.



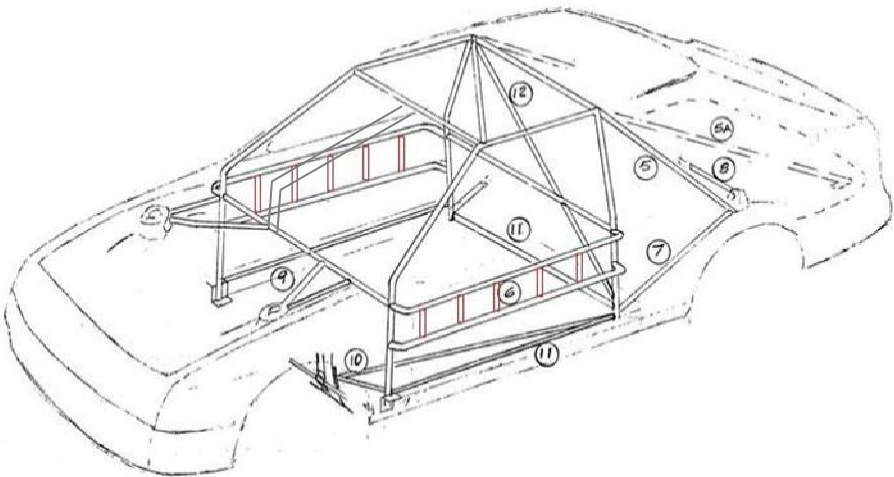
ROLL CAGE DIAGRAMS

MINIMUM SPECIFICATION ROLL CAGE



If cross is on the passenger side you must have the two connecting bars as shown here.

MAXIMUM SPECIFICATION ROLL CAGE





7. A cross bar fitted across the rear suspension turrets, this may be cranked and welded to the floor panel in a central location.
8. Members may be positioned from the roll cage, forward through the bulkhead and connected to the front suspension turrets. Members must be within the engine bay aperture and horizontal (within practical limits)
9. Additional bars in passenger side to support front roll bar, rear mounting area (in the footwell). Bars must be positioned low down such that access to the driver is not limited.
10. One diagonal member between either B post support uprights or rearward members described in (5)

Further Notes

No suspension components may be fixed directly to roll cage / support members. All members must be positioned within the body lines and fitted as supports/protection NOT armouring.

No other members must be added as the list above describes the full limit of roll cage construction that is allowed.

A 3mm hole must be drilled in the rollbar on the nearside front upright approximately 300mm above the floor facing inwards, so that an inspection can be made of the tube thickness.

Please refer to the roll cage diagrams which illustrate the minimum required and the maximum allowed.

SPACE/SEMI SPACE FRAMED CARS – as above with the mandatory amendment that all tubing must be 38mm DIAMETER 12SWG (2.5mm) thick steel.

There must also be one dash tube from left to right, joining the front uprights, and one tube from left to right behind the driver's seat, joining the rear uprights.

FLOOR

A) REAR WHEEL DRIVE CARS – The floor pan must be complete in the driver's compartment. A firewall must separate the driver from the engine to the front, and from the fuel tank to the rear. Two holes a maximum of 2" (50mm) in diameter must be drilled into the lowest part of the floor, to allow any spilled petrol to escape.

B) SPACE/SEMI SPACE FRAME CARS – A complete steel floor plan must be complete in the driver's compartment. A firewall must separate the driver from the engine to the front, and from the fuel tank to the rear. Two holes a maximum of 2" (50mm) in diameter must be drilled into the lowest part of the floor, to allow any spilled petrol to escape.



SEATS

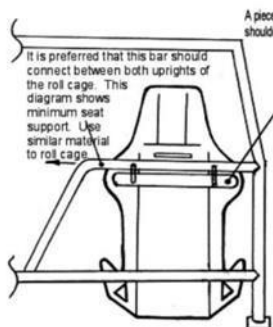
ALL SEATING AND INTERIOR TRIMMING MUST BE REMOVED EXCEPT FOR THE DRIVER'S SEAT.

DRIVER'S SEAT

See diagram for fitting instructions.

1. Seats should occupy original position, where applicable.
2. Seats must be of competition type and adequately supported at shoulder height (see roll cage spec for material, size and position).
3. If a seat does not have structural stiffeners at sides and back, a framework must be made to strengthen seat.
4. Seats must be securely fitted and provide a strong head restraint; otherwise, the head restraint must be an integral part of the roll cage.
5. If you have an integral head restraint, it must be fixed top and bottom to avoid your head being forced under or over.
6. Driver must sit on the offside of the centre-line of the vehicle.
7. The measurement from the vertical centre line of the axle to the nearest part of the seat back must be a minimum of 37.5 mm (15").

The safety of your seat will be judged by the Scrutineers, and you will only be permitted to race when they are satisfied that you will be as safe as possible in any event. (See diagram).





If any part of the seat sits behind the B/pillar hoop a secondary support to the cage must be added. An example of this is shown in the diagrams within this section of the document.

This new section must be constructed in a way that the driver's crash helmet cannot make contact with it. Material od and thickness as rest of roll cage.



SCREENS

Windscreens may only be left in if they are laminated or Perspex. Where windscreens are left in place, fully operational washers and wipers must be fitted. Perspex visors or mesh netting in front of the driver is permitted for protection. All glass must be removed from the outside of the

Perspex/polycarbonate rear quarter lights are compulsory and must have the drivers name in a minimum of 75mm high capital letters



BODY

Car bodies must be made of steel or Kevlar, but doors bonnet boot lid, may be made of fiberglass or a fiberglass mix.

FOAM FILLED PANELS ARE NOT PERMITTED.

2 inspection holes must be drilled into the sills to check the thickness, maximum 16swg (1.5mm).

The maximum width for any car is 78" (1981mm) at its widest

Wings and stays in particular must not be too strong and scrutineers will refuse cars that they feel are outside the spirit of the rules. Bonnet and boot lid must have a secondary fastening. Rear doors must be bolted or welded shut. Front doors must have a secondary fixing if they are not welded shut.

All tyre rubber must be covered by spats or wing fairings. The four door shell of the Ford Sierra may be substituted for the two door model. Any Capri shell may be used.

The board must first approve any car that is to be converted from 4 door to 2 door.

Replacement of the rear wings and body panels is permitted, **PROVIDING THE CAR RETAINS THE STANDARD SILHOUETTE IN SIDE ELEVATION.**

IF THE STEEL PANELS OR ARCHES/SPATS ARE USED, THESE MUST HAVE THE EDGES FOLDED TO ELIMINATE SHARP EDGES.

Front silhouette must remain symmetrical, no radical offset.

Front panels must retain the manufactures grill and headlight apertures, either in original or replica form.

The 3 front panels must not be bonded together to form one unit.

The front bumper and wings can be fixed together using 6mm domed head bolts or rivets.

The bonnet, bootlid, and doors may be replaced by lighter materials.

Drivers are urged to securely fix bonnet and doors with over-lock clips or similar, so there is no possibility of them coming off during racing.

Doors must have 2 fixings

The suspension must not protrude beyond the silhouette of the car.

The wheel base of the car must be standard + or – 2" (50mm)

Any extra holes in the bonnet must be forward of the engine timing cover

All air filters/carburetors must be covered by the bonnet



A) REAR WHEEL DRIVE CARS – Bodies must not be cut, shortened, or lowered. Anyone wishing to introduce a new car must contact the board of National Super Rod Racing **before** commencing a new build.

B) SPACE/SEMI-SPACE FRAME CARS – The windscreen aperture must be situated in exactly the same position as defined by the manufacturer. Measurements will be taken from the front bumper as a yardstick. Anyone wishing to introduce a new car must contact the board of National Super Rod Racing **before** commencing a new build.

SPACE/SEMI-SPACE FRAME CHASSIS

Full or semi semi-space framed bodies are permitted, and the materials allowed for construction purposes are 1-1/2" (38MM) X 1-1/2" (38MM) box section or 1-1/2" (38MM) 12SWG (2.5MM) thick tube. If the car is deemed to have been built over specification, and is carrying more steel than is necessary to perform in the image of the sport, the scrutineer will not allow the car to race.

THE MINIMUM WEIGHT FOR ALL CAR'S, MINUS THE DRIVER IS 900KG'S

Cars may be checked at the end of a race.

They must, at this time, meet the minimum permitted weights for each Formula, as listed below.

Drivers should allow for wear of brakes, tyres, and use of fluids during a race which, depending on the length of a race, can be in excess of 3+kg.

All weights exclude driver.

The minimum weight for the Super Rod will be 900kg at any time. Any ballast must be welded or bolted in place and must be evenly distributed across the four floor pans

1st offence: Any car found to be under weight will not score any points for that meeting, but will be allowed to continue racing.

2nd offence: Any car found to be underweight a 2nd time will not score any points for that meeting, will be **not** be allowed to continue racing and will receive a one meeting ban. This car will need to pass the minimum weight of 900kg before it is allowed to race again



BUMPERS

Plastic or fiberglass replicas are permitted where fitted as standard

FRONT BUMPERS A MAXIMUM OF 1 NUMBER, SIZE OF 1" (25MM) X 1" (25MM) 10SWG (3MM) THICK BOX SECTION BRACKET TO CENTRE SECTION NOT TO PASS OUTSIDE OF THE ORIGINAL CHASSIS RAIL OF THE CAR. NO LATERAL SUPPORTS FOR SIDES OR WINGS. NO WOODEN SECTIONS OR LARGE STEEL SECTIONS ALLOWED.

REINFORCING

No form of reinforcement is permitted. No extra iron work under the boot or bonnet areas is permitted.

AEROFOILS

Roof aerofoils are not permitted

Boot aerofoils are permitted, but must not be above the roofline

PAINTWORK AND SIGN WRITING

National Super Rods have a numbering system. Numbers will be allocated by National Super Rods Racing UK on receipt of a suitable licence application.

NUMBERS ALLOCATED MUST BE DISPLAYED ON BOTH DOORS AND ROOF.

The minimum size of numbering on doors is 12" (300mm) and 2" (50mm) wide.

Numbers must have a professional and attractive appearance

ALL NUMBERS MUST BE LEGIBLE. (Look at your car from a distance, if you cannot read the numbers, then you may lose points or positions)

Colourful paint jobs are encouraged

THE BODYWORK AND PAINTWORK MUST BE MAINTAINED IN GOOD CONDITION. CARS NOT SUITABLY PRESENTED CAN BE EXCLUDED FROM RACING BY THE SCRUTINEER.



MIRRORS

Rear view mirrors are compulsory, and should be fitted inside the car. Mirrors may be fitted on the outside of the car but they must be within the bodyline.

STOP LIGHTS

2 rear facing stop/brake lights, 21w or equivalent must be fitted onto the rear parcel shelf or in the rear window aperture, a maximum distance of 30" (760mm) apart. These must be operated by a standard brake light switch as fitted to that particular model of car.

No other switches or modification to switches permitted.

Lamp specification –

For round type lights min. 3" (75mm) diameter

For square lamps is min. 3" (75mm) max. 4" (100mm) square

SAFETY EQUIPMENT

Please refer to the ORCi website www.orci.co.uk for current safety equipment regulations.

DRIVING STANDARDS

Driving standards will be monitored by both Spedeworth officials and members of the National Super Rod Board. Any driver who is deemed to have driven in an unsporting or dangerous manner will in the first instance be issued with a warning. If this continues it will result in a docking of points, in more severe cases it will result in a temporary or permanent ban from National Super Rod Racing.

This Ban can be issued by either Spedeworth Motorsports or by National Super Rod Board



GRID POSITIONS –

The reigning Points Champion starts from the back of the grid all season.
All new drivers to the formula must complete two full meetings starting from behind the point champion.

If you miss a round, you must start all races at the next meeting behind the points champion, but in front on any new drivers, If there is more than one driver who misses a meeting the driver with the lowest points goes directly behind the points champion.

If you win a race you must move back one grid position for the next race. (If you win from 6th on the grid you must start the next race from 7th)

Anyone found to have started out of position will be docked 2 places – out of position can be either in the wrong grid position, too far forward in the correct grid position, or deemed to have jumped the start by the officials

Round 1 of the championship only, all drivers (except points champion+ new drivers) will pick a grid position out of the hat for heat 1. (if you miss the draw, which will be held 30 minutes before the meeting starts, you must start all races from behind the points champion)

Heat 2 will be a reverse of where you finished heat 1 (if you finished first you will line up last – in front of points champion and any new drivers)

Heat 3 will be a reverse of where you finished heat 2.

Round 2-7

The points from the previous round will be added up before the meeting, and the grid will be in points order, least points on the pole, and most points at the back.

CHAMPIONSHIP POINTS

| Heats | |
|-----------|------|
| 1st place | 8pts |
| 2nd place | 7pts |
| 3rd place | 6pts |
| 4th place | 5pts |
| 5th place | 4pts |
| 6th place | 3pts |
| 7th place | 2pts |
| 8th place | 1pt |

| Final | |
|------------|-------|
| 1st place | 16pts |
| 2nd place | 14pts |
| 3rd place | 12pts |
| 4th place | 10pts |
| 5th place | 8pts |
| 6th place | 5pts |
| 7th place | 4pts |
| 8th place | 3pts |
| 9th place | 2pts |
| 10th place | 1pt |

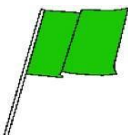


FLAG SIGNALS

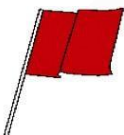
RACING IS CONTROLLED BY **LIGHTS** AND **FLAG** SIGNALS.
ALL DRIVERS **MUST** UNDERSTAND AND **OBEY** THESE SIGNALS
AT **ALL** TIMES.

ALL RACES WILL BE CLUTCH START.

THE RACE WILL NORMALLY BE STARTED FROM THE STARTER'S ROSTRUM
WITH A GREEN FLAG AND AROUND THE RACEWAY WITH GREEN LIGHTS.
(SOME RE-STARTS AND SPECIAL EVENT RACES MAY BE STARTED BY A
ROLLING LAP AND/OR PACE CAR).



GREEN FLAG: START/RESTART RACE, SHOWN AT
START LINE ONLY. AT THE START OF A RACE, THIS
MAY BE PRECEDED BY A ROLLING LAP, FOR WHICH
THE YELLOW FLAG IS SHOWN TO INDICATE THAT THE
ROLLING LAP HAS BEGUN.



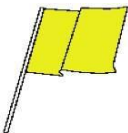
RED FLAG: STOP RACE OR RACE ENDED. SHOWN
AROUND TRACK BY MARSHALS. THIS FLAG MAY BE
REQUESTED BY THE STEWARD OR THE START MARSHAL
WHEN IT IS IMPOSSIBLE TO SAFELY CONTINUE THE
RACE, OR MAY BE REQUESTED BY ANY OFFICIAL IF A
DRIVER IS IN DANGER.



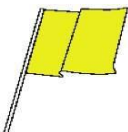
RED AND CHEQUERED FLAG TOGETHER:
SOMETIMES USED TO DENOTE END OF RACE.
SHOWN AT START/FINISH LINE ONLY.



CHEQUERED FLAG: RACE WINNER IS OR HAS PASSED
FINISH LINE (RACE HAS NOT CONCLUDED AND
SHOULD CONTINUE UNTIL FURTHER RED FLAG
DEPLOYED). SHOWN AT START/FINISH LINE ONLY.



YELLOW FLAG: WARNING TO DRIVERS OF DANGER OR WRECK ON TRACK. SHOWN LOCALLY TO INCIDENT BY MARSHALS. THIS MAY BE REPLACED BY A WAVED YELLOW OR RED FLAG IF THE WRECKAGE CONSTITUTES A HAZARD TO INVOLVED OR OTHER DRIVERS.



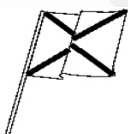
WAVED YELLOW FLAG: USED TO DENOTE DANGEROUS CONDITION ON TRACK, DRIVERS TO SLOW DOWN AND DROP INTO SINGLE FILE UNTIL GREEN FLAG SHOWN. REPEATED AROUND COURSE. MAY BE REPLACED BY A RED FLAG IF THE HAZARD CANNOT BE SAFELY CLEARED.



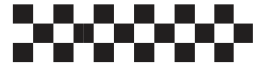
BLUE FLAG: SHOWN IN NON-CONTACT RACING TO DENOTE THAT FASTER DRIVER ON PRECEDING LAP IS APPROACHING YOU. HOLD LINE UNTIL PASSED. SHOWN AT START/FINISH LINE ONLY.



NATIONAL FLAG: USED TO DENOTE HALF WAY THROUGH RACE. APPROXIMATION ONLY. SHOWN AT START/FINISH LINE. THIS SIGNAL MAY ALSO BE GIVEN IN SOME FORMULAS TO DENOTE A CHANGE OF RACING, FOR EXAMPLE WHERE THE DEGREE OF CONTACT CHANGES.



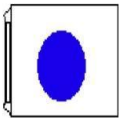
WHITE/CROSSED BLACK FLAG: DENOTES THAT DRIVER HAS CONTRAVENED CONTACT OR STARTING REGULATIONS AND IS BEING WARNED. MAY RESULT IN PENALTIES AFTER RACE. SHOWN AT START/FINISH LINE.



BLACK FLAG: DRIVER TO RETIRE FROM RACE; DISQUALIFICATION. SHOWN EITHER AT START/FINISH LINE OR BY CLERK OF COURSE. THIS IS USUALLY BECAUSE THE DRIVER HAS CONTRAVENED RACING REGULATION.



BLACK CROSSED WHITE BOARD: DENOTES THAT DRIVER HAS CONTRAVENED CONTACT OR STARTING REGULATIONS AND IS BEING WARNED. MAY RESULT IN PENALTIES AFTER RACE. SHOWN EITHER AT START/FINISH LINE OR BY CLERK OF COURSE.



BLUE CIRCLE WHITE BOARD: WARNING TO DRIVERS; OIL HAZARD ON TRACK. MAY BE ACCOMPANIED BY INDICATION OF POSITION OF HAZARD. SHOWN ON TRACK PRIOR TO STARTING.



FOUR/THREE/TWO/LAST LAP BOARDS: DENOTES NUMBER OF LAPS TO GO AT END OF RACE. SHOWN AT START/FINISH LINE. BOARDS ALSO USED TO DENOTE NUMBER OF WARM UP LAPS TO BE USED.



RACING

If you are deemed to have jumped the start you will be docked places .

BLOCKING

There will be **NO BLOCKING** of drivers trying to pass.

YOU MUST give a driver chance to pass if they can. If you are deemed to be blocking, or you are deemed not to be giving the passing driver enough room to pass after you have been shown the blue flag, you will be black flagged.

You **MUST** give another competitor room to go around the outside if they can. You **MUST NOT** run another competitor out to the wall/armco/fence or onto the infield. If you do you will be docked or black flagged.

You **MUST NOT** cut the nose of the car behind you by changing racing line into the corner.

BLUE FLAG

Hold a correct racing line, **INSIDE OR OUTSIDE YOU CANNOT HAVE BOTH.** A quicker competitor is trying to pass or you are about to be lapped..

IF YOU DO NOT ADHERE TO A BLUE FLAG WITHIN 3 LAPS YOU WILL BE GIVEN A BLACK FLAG.

BUMPER CONTACT

You **MUST** keep bumper contact to a **MINIMUM**. You **MUST NOT** take the car in front of its racing line (either inside or outside line).

