

Junior Super Two Rule Book 2026

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Formula Specifications and Amendments

Purpose of the Formula

This Formula is designed to:

- Encourage new drivers to participate on our circuits and experience the atmosphere and excitement of oval racing.
- Provide an accessible entry point without requiring substantial ongoing financial investment.
- Offer opportunities for drivers who are unable to commit to the high level of competition required in other Formulas.

Right to Amend Rules

Junior Super Two reserves the right to amend these rules at any time without prior notice. Amendments are intended solely for official use and must not be distributed beyond the intended recipients.

Notification of Changes

All drivers and officials will be notified immediately of any changes to the rules or specifications.

General Racing Regulations

1. Objective

Competitors must complete the designated number of laps in the shortest possible time while adhering to all rules and safety standards.

2. Prohibited Actions

- a. Contact with parked vehicles is strictly forbidden.
- b. Cutting corners or leaving the defined circuit is not permitted.
- c. Drivers may apply pressure from behind to move a competitor offline; however, spinning another vehicle or engaging in fencing manoeuvres is strictly prohibited.
- d. Attacks from, or while on, the infield area are not allowed.

3. Penalties for Dangerous or Deliberate Actions

Any action deemed deliberate or dangerous will result in severe penalties, which may include:

- a. Immediate removal from the event ("loaded up")
- b. Suspension for three months
- c. Suspension for one year
- d. Permanent lifetime ban

4. Circuit and Direction

- a. Racing shall proceed in an anticlockwise direction on a clearly defined circuit with a separate infield area.
- b. Any wheels crossing the demarcation lines or entering the grassed infield will result in penalties.

All prior verbal permissions are hereby revoked and superseded by the rules set forth in this document. If you have previously received verbal confirmation that a

particular action or modification was acceptable, you must now assume it is not permitted unless explicitly authorized by the rules contained herein.

Any new components, modifications, or innovative ideas must be submitted to the Junior Super Two Formula for thorough testing and evaluation. Authorization for use will only be granted following successful testing and formal amendment of the rules.

Violations

1. When referring to the engine, final drive, mechanical systems, or construction regulations, the overriding principle is as follows: **No alterations, modifications, or changes may be made to any standard parts of the vehicle.** All components must remain in their original, unmodified condition as supplied by the manufacturer, unless explicitly permitted within these rules.
2. If, during scrutineering, a part is identified as not originating from official Junior Super Two merchandise, it is the driver's responsibility to provide written proof that the part complies with current regulations within 7 days of the request. Failure to provide such proof will result in the part being deemed illegal and may lead to disciplinary action.
3. In the event of any **discrepancy** within the specifications, Junior Super Two will exercise its discretion to determine the correct interpretation. All such decisions are **final and binding**.
4. Each driver is solely responsible for ensuring that their vehicle complies with all regulations and is maintained in a safe, race-ready condition.
5. Car engines seals will be checked on a random basis. Violations or refusal to allow an engine check will result in an immediate suspension of all racing facilities.
6. Drivers can request clarification on any specific rule, specification, or item from Super Twos.
7. Each driver is permitted to compete with one car per meeting, and each car may be allocated to only one driver per meeting.

Chassis Regulations

Manufacture and Supply

All Junior Super Two chassis must be manufactured by approved Junior Super Two suppliers and purchased exclusively through Super Twos. Chassis are designed to be as identical as possible; however, minor variations may occur based on the year of manufacture. Any changes or updates will be implemented solely by Junior Super Two suppliers, and drivers and officials will be notified accordingly.

Repairs

Repairs to chassis are permitted only if:

1. They use the same standards and materials as the original manufacture.
2. They are approved by scrutineers prior to competition.
3. The repair work is inspected for quality and compliance.

Official chassis repair services are available through Super Twos.

Chassis Construction Specifications

1. **Main Chassis Rails**
 - Constructed from **40mm x 40mm x 3mm wall thickness** (1.5" x 1.5", 10 SWG) **SHS (Square Hollow Section) mild steel**.
 - Includes front, rear, and firewall cross members.
2. **Under-Chassis and Connecting Bars**
 - Constructed from **25mm diameter x 2.5mm wall** (1", 12 SWG) **CHS (Circular Hollow Section) mild steel tubing**.
3. **Main Chassis Cross Bracing**
 - Constructed from **30mm diameter x 1.5mm wall** CHS mild steel tubing.
4. **Floor**
 - Manufactured from **2mm thick mild steel plate**, extending from beneath and behind the leading edge of the driver's seat to the front wishbone brackets/mounts.
 - **No lightening holes permitted**; only holes for pedal mounting (brake and accelerator) and an optional footrest are allowed.
5. **Side Plates**
 - From the leading edge of the seat to the compression strut mounting bars: **2mm mild steel**.
 - Forward of the compression strut mounting bars: **1mm mild steel plate**.
6. **Roll Cage**
 - Main hoops: **1.25" diameter x 3mm wall** (10 SWG) CHS mild steel tubing.
 - Remaining roll cage and down bars: **25mm diameter x 2.5mm wall** (1", 12 SWG) CHS mild steel tubing.
 - **Bars must not be removed or added.**
7. **Roof Plate**
 - Made from **3mm thick mild steel plate**, fully welded on all four edges.
 - **No lightening permitted**; drilling allowed only for wing mounts and superstar lights (maximum bolt size: 8mm).
8. **Suspension Brackets**
 - All suspension fixing brackets: **5mm thick mild steel**, positioned symmetrically and must not be relocated.

9. Bumper Fixing Plates

- Constructed from **6mm thick mild steel plate**.

The complete car including seat and seatbelt, with an empty fuel tank must weigh at least 250KG.

Nerf Rail Regulations

1. Nerf rails must remain as supplied by **Junior Super Two** and may be welded or bolted to the chassis. All nerf rails are provided as part of an official Junior Super Two kit.
 - a. Repairs are permitted only using the following materials:
 - i. **Main section:** 25mm diameter x 2mm wall round steel tubing
 - ii. **Support sections:** 1.5mm steel tubing
 - b. Repairs must maintain original design and integrity.
 - c. **Complete replacement of hoops or bends is not permitted.** Only damaged sections may be repaired or straightened for reuse.
 - d. Tears in metal must be patched using similar materials.
2. All nerf rail repairs must be inspected and approved by a scrutineer. The scrutineer will determine if a nerf rail is beyond repair and requires replacement.

Future Design Updates

Nerf rails are currently undergoing design review and development. Any approved changes will be incorporated into the official specifications and published in future updates to this rule book. Drivers and officials will be notified of all amendments as they occur.

Bumper/Wheel Guard Regulations

A bumper that has deteriorated may be repaired to its original condition using no strengthening plates; however, it must not be modified in any way that alters the original specification or increases its weight beyond the standard.

If, upon inspection, the scrutineer determines that the bumper is beyond repair, the driver will be required to replace it with a new bumper that meets the official specification.

(New style bumpers fitted to the car must not be modified under any circumstances. They must remain in their original specification as supplied.)

Bumper/Wheel Guard Specifications

Junior Super Two come equipped with front and rear bumpers and two (2) wheel guards. They **MUST** be maintained and in a good condition during race meetings, (repairs must be with identical materials). No sharp edges are permitted. They must be fixed securely with a nut and bolt. Front bumpers must have secondary safety chains each side, chains to be 6mm link size and secure bumper to chassis.

Chains may be joined with either a 6mm quick link or an 8mm nut and bolt.

Repair and Reuse

Original Junior Super Two bumpers may be repaired for reuse. Sections of the plank can be replaced and butted together on the original bumper.

- A patch must **overlap the butted area equally on both sides** and measure **75 mm x 40 mm**, made from **2.5 mm (12 SWG) mild steel plate**.
- Replacement hoops are available from Super Twos.

Bumper Planks

Manufactured from:

- **50 mm x 25 mm x 2.5 mm RHS** (Rectangular Hollow Section) mild steel box
- Or **2-inch x 1 inch, 12 SWG RHS**

Side Bumper Stabbers

Manufactured from:

- **25 mm diameter x 2.5 mm wall CHS** (Circular Hollow Section)
- Or **1 inch diameter, 12 SWG CHS**

No additional material may be attached, fixed, or added to the wheel guard, except for round or square washers that are necessary to protect and maintain the proper function of the wheel guard.

Bodywork – Regulations and Specifications

1. General Condition

1.1 All Junior Super Two bodywork must be maintained in a **clean, well-presented condition** at all times.

2. Panel Fixings

2.1 All body panels must be secured using **pop rivets** or **quick-release latches** for engine bay panels.

2.2 **Screws** may be used temporarily during race meetings for safety purposes.

3. Panel Supply and Fabrication

3.1 All panels are supplied by **Super Twos**.

3.2 Self-made panels are permitted **only if they maintain the same shape, thickness, and material** as those produced by Super Twos.

4. Bonnet Rules

4.1 Bonnets **must be purchased from Junior Super Two** and cannot be self-made.

4.2 Bonnets may be repaired using materials similar to the original.

4.3 Bonnets must be securely fixed using **quick-release latches or springs**.

5. Rear Side Panels

5.1 Each rear side panel may have **one hole per side**, maximum size **100 mm**.

5.2 Holes may include a small scoop, which must **not protrude more than 50 mm** from the body panel.

5.3 Junior Super Two strongly advises following these guidelines for correct airflow to the engine under high temperatures.

5.4 Current rear side panels may include **slitted vents** no larger than **160 mm x 100 mm**, with at least **one-third of the vent area remaining metal**.

6. Top Cover and Firewall

6.1 **No modifications** are permitted to the **top cover** or the **firewall behind the driver's seat**.

7. Rear Panel

7.1 Holes may be added to aid engine cooling, provided **structural integrity is maintained**.

7.2 Spacers may be fitted at the top for venting, with a **maximum gap of 75 mm**.

8. Additional Bodywork

8.1 Extra bodywork to prevent shale and water ingress is allowed but **must be supplied by Junior Super Two only**.

8.2 A **lower front panel** is available from Junior Super Two for use in adverse conditions.

F2 DUAL ELEMENT AND SUPERSTOX ROOF WING – Regulations and Specifications

1. Wing Types

1.1 Junior Super Two may be fitted with **one** of the following wing types:

- Single Element F2 Wing
- Dual Element F2 Wing
- Superstox Roof Wing

1.2 **Only one wing** may be fitted to a Junior Super Two car at any time.

2. Wing Supply and Condition

2.1 All wings **must be supplied by Junior Super Two** and remain in their **standard specification**.

2.2 After damage, the **scrutineer will determine** if the wing is suitable for racing.

2.3 Cars must be fitted with an **approved wing** to race, unless the wing was destroyed in a previous race during the same meeting.

2.4 In cases where a wing is missing, **car numbers must still be clearly displayed**.

3. Wing Identification

3.1 The racing number must be displayed on **both sides of the wing**, in **black on a white background**, and must be **clearly visible to race officials and spectators**.

4. Wing Mounting

4.1 Wing mounts are **free in design** and may be adjustable.

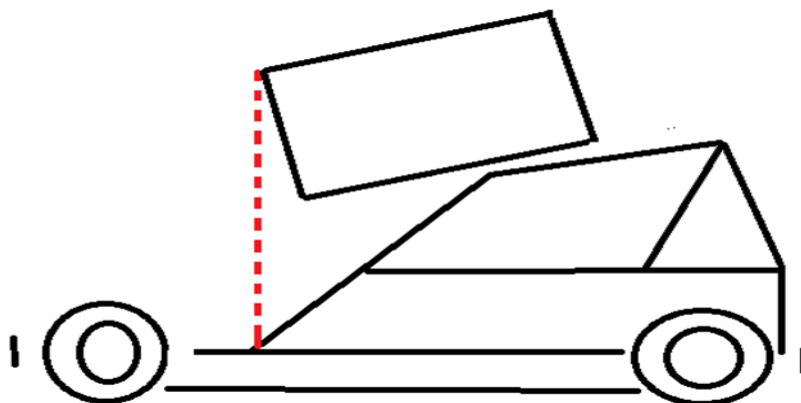
4.2 Mounts must be made of **steel** and fitted **centrally on the roof of the roll cage**.

5. Positioning

5.1 A **Single Element F2 Wing** must **not be fitted any further forward than the front mounting point on the roll cage**.

5.2 This is measured from the **furthest forward point of the wing** using a vertical line.

(Measurements for wing are to be added to the rule book TBC)



Pedal Boxes Regulations

Pedal boxes may be mounted on a slider. These are supplied by Super Two's. No additional methods to keep the foot in place of the pedal (such as cable ties) are to be added to the pedal. In addition, heel cups and up stand on the pedals are permitted to prevent the foot from sliding off.

Mirrors – Regulations

All cars **must be fitted with at least one rear-view mirror** that provides an adequate view to both sides.

Mirrors may be of the **wing mirror type** or **standard rear-view type**.

Mirror choice is **free**, and any design may be fitted, provided it does not compromise safety or visibility.

Seats Regulations and Specifications

1. Seat Type and Position

1.1 Seat type and position are free, but the seat must be of a competition style and securely fitted.

2. Seat Mountings

2.1 Seat mountings are free in design, but must be fixed to the chassis, not just the floor plate.

2.2 There must be a minimum of four mounting points, each using a minimum 8 mm bolt with washers on both sides for strength and safety.

3. Adjustment

3.1 Sliding seat mechanisms are not permitted.

3.2 Mounts with multiple fixed positions may be used.

4. Seat Support

4.1 The top/back of the seat must be supported to prevent movement under impact.

SUSPENSION – Regulations and Specifications

1. General Requirements

All suspension components **must remain as standard**. No modifications are permitted apart from the front-end adjustments described below. **No self-made parts are allowed**. Compliance will be checked by Junior Super Two scrutineers. **Jacking or twisting of the chassis is strictly prohibited**.

2. Rose Joints

Rose joints are **free in choice** and may be purchased from any supplier.

3. Wishbones

Wishbones must be fitted **as intended**, angled to the rear.

4. Front Suspension Adjustments

Adjustments to **camber, caster, and steering geometry** are permitted using **only the adjusters provided**. Both **positive and negative camber** are allowed.

5. Emergency Repairs

Emergency repairs during a meeting are permitted **at the discretion of the Junior Super Two scrutineers**.

REAR AXLE – Regulations and Specifications

Regulations:

~~The rear axle must remain central to the car and equal on both sides with the aluminium rear hubs in place, to within 5 mm tolerance.~~ **Off set of the rear axle may be no more than 10mm when measured from the centre of the tread of the tyre to the outside chassis rail.** No movement of the axle is permitted under any circumstances. No spacers are allowed to alter the inside or outside wheelbase. No offset changes are permitted. Block mountings for the rear axle must remain in the original position as supplied by Super Twos. Aluminium hubs must remain in the original position. Compliance will be checked by Junior Super Two scrutineers. Chain guards are permitted to protect the engine bay.

Specifications:

1. Rear axle is **supplied by Junior Super Two** and is specifically modified for Junior Super Two cars.
- ~~2. Tolerance for axle centrality: **within 5 mm.**~~
3. Mounting blocks and hubs must match **factory positions**.

STEERING – Regulations and Specifications

Regulations:

Only the steering rack supplied by Junior Super Two is permitted. All components related to the steering rack and steering column must remain stock items. Pop-off/quick-release steering wheels are permitted and may be supplied by Junior Super Two or another supplier. The steering mounting and steering wheel position may be adjusted to suit the driver. The steering column may be padded for safety.

Specifications:

1. Rose joints must be $\frac{1}{2} \times \frac{1}{2}$ **UNF** but may be purchased from any supplier.
2. Steering rack gaiters are available from **Super Twos**.
3. The steering wheel and steering boss are **free in design**.

BATTERY AND FUEL TANK – Regulations and Specifications

Regulations:

Only the fuel tank supplied by Junior Super Two is permitted. The fuel tank must remain in the factory-fitted position, located at the rear of the car. The filler access hole must be covered with fireproof material and securely fastened during racing. Battery boxes must remain in the standard position, which is at least 90 cm and no more than 95 cm from the front chassis rail, measured on the outside of the chassis. Battery boxes must be fully enclosed and constructed of steel. Lightning of the battery box by drilling is not permitted. Batteries must have a piece of non-conductive material placed on top to prevent shorting. All battery boxes must be securely fastened.

Specifications:

1. Fuel tank: **Supplied by Junior Super Two only**, factory position at rear of car.
2. Battery box: **Steel construction**, supplied by Super Twos, positioned **90–95 cm from front chassis rail**.
3. Minimum safety requirement: **Non-conductive cover on battery top**.

FUEL AND FUEL SYSTEM – Regulations and Specifications

Regulations:

Only Unleaded or Super Unleaded garage forecourt fuel is permitted, with a maximum of 101 RON. The use of additives or octane boosters of any description is strictly forbidden. Random fuel tests may be carried out throughout the season. Fuel pumps are not permitted; fuel must be supplied by gravity feed only. A breather pipe must be fitted to the fuel tank with a vertical loop to limit fuel exiting via the breather while allowing air to escape. The breather pipe must extend to the bottom of the chassis. No other carburettor modifications are permitted; the emulsion tube must remain standard. The main jet in the carburettor is free, and may be changed or drilled, although this is not recommended.

Specifications:

1. Fuel type: **Unleaded or Super Unleaded**, max **101 RON**.
2. Fuel lines from the tank to the carburettor must have **jubilee clip fastenings**.
3. Fuel line material: **Stainless steel braided hose** or **rubber hose with nylon centre** (supplied by Junior Super Two or equivalent meeting Junior Super Two requirements).
4. Breather pipe: **Vertical loop design**, extending to chassis bottom.

EXHAUST Regulations

There are ~~two~~ allowed exhausts. The original Junior Super Two exhaust or the newer 2022 Simpson race exhaust. Available from Super Twos. No other types are permitted. All exhausts must remain standard and may not be modified.

BRAKES – Regulations and Specifications

Regulations:

The braking system must remain as standard, exactly as supplied by Super Twos. No alterations to the braking system are permitted. Brakes must be in full working order at all times. Brake bias valves are not permitted. The brake hose must not be cut or tampered with. Emergency repairs during a meeting are allowed only at the discretion of the scrutineer.

Specifications:

1. Caliper, disc, and pads must be **supplied by Super Twos**.
2. ~~Two~~ types of brake pads are available from Super Twos.
3. The new **floating caliper is permitted**, but it must be supplied by Super Twos.
4. All master cylinders must remain **standard**, but may be purchased elsewhere if they are **near-identical to the original specification**.

WHEELS Regulations

Only the wheels supplied by Junior Super Two are permitted and must be bought from Super twos. ~~Two types of wheels are available, the early trailer type (Now only to be used on shale tracks). The Weller type, and the new Cooper type can be used and may be mixed.~~ **The Weller type and cooper type wells maybe mixed as you see fit.**

TYRES Regulations

Only the tyres supplied by Junior Super Two are permitted. **You may not buy tyres elsewhere.** No modifications are permitted. Rasping and buffing of the tyres between meetings is permitted but this is **NOT** to be done in the pits at a race meeting. Tyre softening, or any other chemical treatment is forbidden, and durometer checks will be carried out at random. Only the Nankang tyre is now permitted. **New tyres will be stamped with an identification from January 2024.**

ENGINE Regulations

The Loncin 420 electric start engines are the **ONLY** engines permitted. These will be supplied by Super Twos. **ALL** engines **MUST** remain as it leaves the Junior Super Two workshop. All engines have been tested and sealed by Super Twos. All engines have seals. Engines will be checked for seals during scrutineering. If seals appear to have been tampered the Junior Super Two scrutineer will ask the driver to remove the engine for further checks. Drivers will not be permitted to race until the Junior Super Two scrutineers are happy the rules are being followed.

1. Air filters are to remain fitted at all times and standard. There are ~~two~~ **one** type available from Super Twos. ~~During wet weather, reasonable temporary shielding of the air filter (such as a plastic bottle) may be employed to stop water entering the carburettor.~~
2. A 90-degree bend maybe fitted to the air filter, to inhibit water getting into the carburettor. This 90-degree bend can **only** be obtained from Junior Super Two and must be fitted vertical.
3. Engine breather pipes are free.
4. Spark Plugs are free but must be single spark. No dual filament plugs.
5. Only a Junior Super Two Engine Mechanic may change the seal on the engines.
6. ~~Scutineers engine. At any time, the scrutineer can ask for your engine. A replacement engine "scrutineers' engine" will be offered until the scrutineer is satisfied.~~

7. Any driver with more than one engine should notify the Scrutineers of each seal number.
8. If you change an engine at home or at the track, the scrutineer must be informed so the engine seal can be recorded. If you have an engine rebuilt by the engine builder, it is your responsibility to check the scrutineer has the new seal number.
9. Any driver wishing to have another driver's engine checked by the engine builder may do so at their own cost. If the engine is not found to be in accordance with the rules, then the owner will be given the cost of work and be subject to disciplinary procedure.
10. If it is noticed by the scrutineer that the engine seal has been tampered with or cut your engine will be removed and sent for further inspection at the drivers cost.

GEARING REGULATIONS

Only the 10 tooth and 11 tooth sprockets located on the clutch are allowed. (The fan blade must remain standard) although the fan edges may be ground off to prevent chain riding. On the axle you are permitted to use either 57 tooth or 48 tooth. Ten Tooth Sprocket MUST be used at Yarmouth with the 57 tooth gear wheel, and at Ipswich and Hednesford with the 48 tooth gear wheel. The 11 tooth sprocket must be used at Aldershot, Northampton, Lochgelly and Arlington. At Mildenhall the 10 or 11 tooth sprocket may be used.

TRANSPONDER

All cars must be fitted with a working transponder. These may be fitted on the outside or inside of the chassis, (on the fence side of the car), The centre of the Transponder must be no less than 1500mm from the front chassis rail (where the bumper is mounted).

SAFETY Regulations

All Junior Super Two are constructed using premier quality equipment. Any replacements that are fitted by the owner MUST conform to the Junior Super Two specifications. Once a Junior Super Two has been purchased it is then the owner's responsibility to make sure the car is maintained to the highest standards and is safe to race.

1. SAFETY HARNESS - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.
2. CRASH HELMET - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.
3. RACING OVERALLS - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.
4. GLOVES - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.
5. BALACLAVAS - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.
6. NECK BRACE - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations. (A neck brace or other approved head and neck restraint are compulsory for drivers under the ORCi for safety reasons)

FIRE EXTINGUISHERS - Please visit the ORCi website www.orci.co.uk for current safety equipment regulations.

TRACK RULES - You MUST conform to the track rules of the promotion(s) Junior Super Two race under.

FLAGS

This is to remind drivers of the flag signals as used by the Starting Marshall and Safety Marshalls on track.

- Waved green flag – go, the race has started.
- 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 flag – slow down to 15mph, hold your position, and do not overtake any other cars.
- Waved blue flag – shown to a driver who must hold his racing line. Driver must either hold a line on the inner part of the track or the outer part of the track, not weave between both.
- Blue & white flag – give up your track position, you have not taken notice of the Blue flags.
- 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.

TRACK LIMITATIONS - The following is not permitted:

- a. 'Following in'
- b. Turning right into the catch barrier
- c. Deliberate spinning
- d. Drivers may push to pass other cars

Novice drivers will be issued with a black and white cross which is to be placed behind the seat. The black and white cross signifies NO CONTACT and is to establish confidence in new or novice drivers. A yellow and black cross will be issued to drivers preferring LIMITED CONTACT, again to establish driver and racing confidence.

Junior Super Two reserve the right to test new parts or designs during race meetings, this will be carried out in a controlled manner and not be to the detriment of other drivers.

REMEMBER, IF IT DOESN'T SAY YOU CAN, THEN YOU CAN'T. (IF IN DOUBT TALK TO A SCRUTINEER) IF IT SAYS IT IS FREE, YOU CAN BUY IT OR MAKE IT WHERE YOU LIKE, OTHERWISE ASSUME IT IS FROM JUNIOR SUPER TWO ONLY.

ALL RACE MEETINGS

The scrutineer or Junior Super Two Official will collect £2.00 from each junior driver per meeting.

Silver Graded Roof

The Silver top points will be run up to the meeting before the National championship. The points will then be zeroed. The driver with the most points from the previous season will be the Silver top and may add "Superstar" flashing lights to their car. The current points leader should have a Silver stripe on their grade colour and will start with the Superstars.

Graded order

All non-Championship races will be started in graded order. The whites at the front, followed by yellows, Blues, Reds and then Superstars. Superstars will be made up from Major Championship winners and drivers who are too quick for the red grade.

The Superstar grades line up with the Gold Roof on the outside of the silver roof, at the back of the grade. English, Scottish, British, Best in Britain, other superstars, and current points leader, start in front of Silver and Gold in any order. Superstar Flashing lights may be mounted on the front roll cage or on the rear wing. They should flash orange.

If a driver wins a race at a meeting, then subsequent races should be started from the back of that grade. If a driver wins two races at a meeting, then his grade will go up by one.

Minor Championships

East Anglian, Midland and Southern Championships will be run in graded order.

Shale Championship

The Shale Championship grid will be made up according to the points scored from the qualifying rounds and heats on the day. The winner will become shale Champion and become Superstar grade with flashing lights. Two gold stripes should be painted on the roof. (In 2026 Shale Championship drivers will no longer have flashing lights)

English Open Championship

The two heats will be run in graded order, with points scored being used to determine the grid positions for the final. The winner will become English Open Champion and become Superstar grade with flashing lights. A St Georges Cross should be painted on the roof

British Championship

The two heats are run in graded order with the grid positions being pulled out of the hat for the British. The winner will become British Champion and become Superstar grade with flashing lights. A black / white chequer should be painted on the roof

Scottish Open Champion

The First heat will be drawn out of the hat, with the second heat run in reverse order to the first. The final grid will be made up from the points from the first two race results. The winner will become Scottish Open Champion and become Superstar grade with flashing lights. A Scottish Saltire (St Andrews cross) should be painted on the roof.

National Championship

The National Championship will be the first race. The grid will be formed from the points scored at all the previous meetings (points chart).

The winner will become National Champion and become Superstar grade with flashing lights. The roof should be painted gold.

Championship notes

For the English, British Scottish, Shale and National Championship races there will be no hire cars. Only drivers who own a car may enter these races, unless they are permanent hire drivers. They may race in the heats. At meetings where a championship is being run, the championship race will always be considered the final (for points purposes) regardless of when it is run.

~~Fuel will be provided for Championship races at the scrutineers discretion. Each driver will need to have a drained tank ready for filling by an official. The cost will be advised prior to the meeting. (dependent on current fuel prices) payable ONE WEEK in advance to Super Twos. No payment no race! After Each major Championship race, the top four cars will be thoroughly scrutineered, as the Scrutineer sees fit.~~

Personnel

Scrutineers: John Smith, ~~Duncan Adams, Tristan Jackson, Steven Cayzer, Matt Linfield, Seamus Cushnahan, Stephen Kinton.~~ **If John Smith is unable to attend a race meeting, he will appoint an appropriate person to complete scrutineering.**

Engine Mechanic: John Smith, Matthew Smith, Geoff, Courtney Smith.

REVISED RULES FOR 2026 HIGHLIGHTED IN RED PRINT

ITEMS MARKED STRIKETHROUGH ARE NO LONGER APPLICABLE

ORCI SAFEGUARDING AND WELFARE POLICY

Available at:

<https://www.orci.co.uk/Sites/ORCi/assets/documents/2024/safeguarding%20policy%20v2.2.pdf>

(All drivers must ensure this document is read)

Super Twos Technical Specifications 2026, Issue 2, Dated: 18th December 2025

