



2011 Specifications, Rules & Regulations V8 STOCK CARS

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1. DEFINITION

The V8 Stock Car Formula is a purpose-built, open wheel class of racing car, designed for contact racing. The object is to complete the specified number of laps in the shortest time.

- You may push a car from behind, or spin a car to the inside of the circuit.
- You must not deliberately follow a car into the safety fence on the entry to a bend (whether from the rear or the side of the car). This will be deemed to be 'forcible fencing', and carry penalties from load-up to a three-month ban.
- Neither may you lean or spin a car into the safety fence. Unnecessary baulking of a faster car is not permitted.
- Racing is in an anti-clockwise direction.
- The circuit is clearly marked around the in-field, and you are not permitted to let your wheels pass over this demarcation line.

2. TYPE OF RACE CAR.

The car must be front-engined with rear wheel drive. The engine, gearbox, and prop-shaft must be generally on the centre-line of the car and the driver must be seated generally in the centre, behind the engine and in front of the rear axle. Front and rear axles may be off-set.



3. Up to 5 LITRE ENGINES (MAXIMUM)

Any non overhead camshaft engine may be used that does not exceed 5 Litres when in standard form. Eligible engines include: Rover 3.5L, 3.9L & 4.7L. Chevrolet 283, 302 & 305cu in. Ford 289 & 302cu in. All engine parts may be modified or replaced with the following exceptions:

1. **Bore/Stroke** – As produced, with a maximum overbore of 1.5mm / 0.060”
Sleeving is permitted with 1.5mm overbore above standard.
The stroke must remain standard.
2. **Flywheels** – Are free, but a standard diameter ring gear must be retained.
Starter motors are free.
3. **Clutches** – Are free with the exception of:
 - a. A maximum of three clutch plates are allowed.
 - b. The minimum diameter of any clutch plate is 184mm (7 ¼ “)
4. **Cylinder Block** – The original cylinder block must be used.
5. **Ignition Systems** – Are free, but any form of engine management system is not permitted.
6. **Lubrication System** – Dry and semi-dry systems are not permitted. A remote oil filter may be used or a sandwich plate. Oil galleries in the block and head must remain unmodified. Sumps may be modified to hold more or less oil and may be baffled to prevent surge. The oil pick-up must terminate within the sump. High pressure and high capacity oil pumps are permitted. Oil coolers are permitted.
7. **Carburettor(s)** – Are free (fuel injection, turbo or super-charging is not permitted).
Restrictor plates will be introduced during 2011, these will be monitored & checked by Spedeworth Motorsport

4. 5.7 LITRE ENGINES (MAXIMUM)

Any non overhead camshaft engine may be used, which does not exceed 5.7 litres when in standard form. No fuel injection, turbo or super-charging. The Ford 351cu in engine is allowed.

1. **Bore/Stroke** – As produced, with a maximum overbore of 1.5mm / 0.060”
Sleeving is permitted with 1.5mm overbore above standard.
The stroke must remain standard.
2. **Cylinder block** – Mass produced only – no race prepared blocks permitted.
3. **Crankshaft** – Must be the original production part (i.e. no after-market crankshafts).
4. **Connecting Rods** – Must be the original production part (no after-market steel or aluminium con rods) with the exception of the pattern con rod to original specification. Any con rod bolt that fits without machining may be used. Gudgeon pins may be press fit or floating.
5. **Pistons** – Original cast or forged aluminium “flat top” piston only are permitted. Machining of valve pockets is permitted. See point 4 for Gudgeon Pins.
6. **Camshafts** – Hydraulic type with hydraulic lifters only. Exhaust and intake lift must not exceed 12.7mm (½”) measured at the camshaft. Vernier timing gears or a chain with Vernier pulleys is permitted.
7. **Lubrication System** - Dry and semi-dry systems are not permitted. A remote oil filter may be used or a sandwich plate. Oil galleries in the block and head must remain unmodified. Sumps may be modified to hold more or less oil and may be baffled to prevent surge. The oil pick-up must terminate within the sump. High pressure and high capacity oil pumps are permitted. Oil coolers are permitted.
8. **Cylinder Heads** – Original cast iron **only** (no after-market aluminium or cast iron heads). Exception: The Rover V8. Fettleing to chamber and ports is not permitted. Bronze valve guides are not permitted but thin wall bronze guide inserts are permitted.
GM after-market heads allowed.
9. **Valves** – Maximum size: Inlet 49.3mm/1.94”, Exhaust 38mm/1.50”.
10. **Rocker Arms** – Original production ratio (forged) only. No long shot or machining of the slot. No roller or roller-tip rockers. Screw-in rocker posts are permitted. Push rod guide plates are permitted.
11. **Inlet Manifold** – is free.
12. **Flywheel** – Are free, but a standard diameter ring gear must be retained.
Starter motors are free.
13. **Clutches** - **Are free with the exception of:**
 - a. A maximum of three clutch plates are allowed.
 - b. The minimum diameter of any clutch plate is 184mm (7 ¼”)
14. **Ignition System** – Any ignition system (excluding magnetos) may be used. Any form of engine management system is not permitted.
15. **Carburettors** – Any carburettor may be used, to a maximum of 650cfm. Variable cfm carburettors are not permitted. The following parts may be changed, enlarged or reduced: Jets, Needle Valves, Auxiliary Venturis, Emulsion Tubes and Floats.
Cold start devices may be sealed off or removed, but the main carburettor body must not be modified, with the exception of the choke butterfly tower, which may be removed, to be level with top of carburettor. Fuel injection is not permitted. A minimum of 2 throttle return springs must be fitted, not including integral springs on the butterfly’s
Restrictor plates will be introduced during 2011, these will be monitored & checked by Spedeworth Motorsport

5. IRONWORK

NB: CHS = Circular Hollow Section
SHS = Square Hollow Section

a. The chassis must consist of a minimum of two main chassis rails of 50mm x 50mm SHS, 3 or 4mm thick. Some cars exist which may have a minimum chassis thickness of 3 - 3.5 mm SHS. They must be identified to Scrutineers for inspection and may race until further notice, unless the Scrutineers are not happy with the construction generally. They must terminate **past and above** the centre-line of the front and rear wheels at bumper height, and the front and rear bumpers must connect to them, with a maximum width of the chassis rails at the front and rear axle centre line of 914mm (36”).

b. The car must have a welded mild steel under-chassis (minimum size of 25mm box section, or tube a minimum 3mm thickness), or 38mm box or tube minimum 2.5mm thickness.

6. BUMPERS/RADIATOR HOOP

Effective bumpers must be fitted to the front and rear. They must be flat, with a minimum contact surface of 127mm (5") and max. of 152mm (6") vertically. A safety guard is compulsory (upright on the off-side of the front bumper, or a centre hoop, or both), with a minimum height of 229mm (9") above bumper.

The clearance between the bumper and the tyre must not exceed 304mm (12") on the front and rear.

All bumper surfaces must be rounded-off to minimise damage to other vehicles.

Front and rear bumpers must measure 432mm (17"), ± 13 mm, from the centre to the ground, measured at the centre of car, without driver in situ. Front and rear bumpers may be angled inwards towards the wheels.

A radiator hoop may be fitted.

7. SIDE RAILS

Must be fitted and must be a minimum of 76mm (3") deep the full length of the side rail and must terminate not more than 203mm (8") from each tyre.

Side rail / side pods must be equal in construction and gauge on both sides of the car. Side pods may be fitted between the front and rear wheels and must be equal in construction and gauge. They may be aluminum, fibre-glass or steel.

8. REAR WHEEL GUARDS

A heavy duty spring, or steel bar (or a combination of both), must be fitted to both rear wheels from the inside of the side irons to the rear bumper, and must cover the top of the wheel rim so as to trap the wheel if it were to tear off. The wheel guards can be fitted at both ends with a minimum of 38mm x 13mm high tensile bolts. The rear end of the wheel guard must be bolted or pinned directly to the bumper.

The spring must not be heated to bend (cold-bending only if necessary) cars using box tube may have to be welded - the scrutineers decision is final.

The front of the guard can either be bolted or if some form of slider is used a minimum of 38 X 13mm high. Tensile bolt must be fitted to stop it pulling through the slider. Where a guard is attached to the side-rail it must be inside the side rail so that it can not be removed by other cars or the safety barrier.

The security of the spring/bar is the driver's responsibility, and in the event of any breakage to the bar or its fittings during racing, the driver will be excluded. The spring must not be heated to bend (cold bending only, if necessary), welding is not permitted.

9. REAR SUSPENSION

Any standard production axle casing and shafts permitted. Any type of solid axle may be used. No independent rear axles. Axles may be off-set from chassis rails. Axles may have unequal length half shafts. Half shafts, with bearing retaining collars, must be welded.

10. FRONT SUSPENSION

Any front suspension type is permitted. Suspension may be off-set from chassis rails.

11. FRONT HUBS & STUB AXLES

The Cortina Stub Axle is **not** permitted for use. It is permitted to use any standard production Hub modified or any purpose built Hub. Both must be steel.

12. ROLL CAGE

The roll cage must be an integral part of the chassis construction.

The minimum requirement is:

- i. Two roll hoops, either running from front-to-rear or side-to-side.
- ii. Two top hoop connecting bars.
- iii. The minimum requirement is 38mm x 38mm SHS, or 38mm CHS tube (3mm thick).
- iv. The front pillars must be raked a minimum of 15° to a maximum of 50° from vertical.
- v. A 3mmr thick steel plate must fill the top of the roll cage, and be welded continuously on all four sides.
- vi. Gusset plates are strongly recommended on all joints.
- vii. Two chicken bars (one each side) must be fitted between the front and rear pillars, with at least two down-bars between the chassis and chicken bar.
- viii. Minimum requirement for chicken bars is 25mm x 25mm SHS or CHS tube, 3mm thick.
- ix. There must be at least 100mm (4") clearance between the driver's head and any part of the roll bars.
- x. 1 of the driver's cab area must be filled in from the top chassis rails with 3mm thick steel plate, minimum 356mm (14") high, and welded continuously on all four sides.
- xi. A full head restraint must be fitted from the top hoop/crossbar to seat support cross bar and consist of 2 down tubes, 152mm (6") apart at the centre of the drivers head. They must be covered and padded unless head rest is an integral part of the seat.

13. FUEL TANK PROTECTION PLATE

All cars should be fitted with a steel plate behind the fuel tank at the rear of the cab.

The minimum height of the steel plate must be 356mm (14") above the main chassis rails, and it must be the internal width of the main chassis rails at the lower edge, but must follow the line of the roll cage vertically.

It must be welded, on all four sides, to a piece of box or tube section, minimum 38 X 38 X 3mm thick

Existing Cars: If the plate has been fitted between the driver's seat and the fuel tank, it must be a minimum of 3mm thick. In addition, one extra, equally-spaced, 38mm x 3mm thick tube/box sections must be fitted between the main roll hoops, vertically from chassis to cross-bar.

14. SHOCK ABSORBERS

i. The use of expensive or double adjustable, shock absorbers is not permitted. The maximum cost of the shock absorbers must be no more than **£95 + VAT** and must be freely available and complete, with no items having been added or substituted.

ii. The foot valve may be modified and the oil changed, but any modifications must be made with parts from the manufacturer's shock absorber only.

15. GEARBOX/FINAL DRIVE

Any standard (American or European/British) road-going gearbox may be used. Differential assembly **must be** locked by way of welding. No limited slip differentials permitted. No NASCAR drop gear, quick change type rear axles permitted. No independent rear suspension and/or Transaxles. Live rear axles only are permitted. Bell Housing may be steel or aluminium.

The Doug Nash or Elite equivalent gearbox may be used..

16. OIL COOLERS

Oil coolers are permitted but must stay within the confines of the engine compartment.

17. VEHICLE WEIGHT/BALLAST

IMPORTANT NOTE: Cars may be checked at the end of a race. They must, at this time, meet the minimum and/or maximum 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. Infringement of this Rule, in most Formulas, carries a statutory race ban. All weights exclude driver.

Underweight Vehicle Bans	
Car Underweight by:	Banned From Racing For:
0.001kg – 1.0kg	1 month
1.001kg – 2.0kg	2 months
2.001kg – 3.0kg	3 months
3.001kg & over	6 months

Each car must not weigh less than 950kg or more than 1150kg. Ballast is permitted, but must be welded in situ and fit centrally between main chassis rails and between the front and rear axle centre line.

The left hand side maximum side weight must be 55% at any time - this will be weighed without the driver in the car.

18. BRAKES

Must operate efficiently on any three wheels, and can be of any type. Biased braking is permitted, aluminium calipers are not permitted. Competition pads may be used. Drilling of disc/drums is permitted.

19. AEROFOILS/REAR WING/ROOF SPOILER

Referred to in this paragraph mean one wing and two fins.

SIZES: Only one rear wing is permitted, not exceeding 1219 x 1219mm (48" x 48"). It may be fitted with one nearside and one offside fin, not exceeding 1524mm (60") horizontally and 609mm (24") vertically. The aerofoil must be constructed in aluminium or fibre-glass only. Steel brackets/bracing can be used to secure the wing and fins.

FITTING: There must be a visual gap of 76mm (3") minimum between the roof and the lowest part of the wing when looking from the side elevation. For safety reasons, the rear of the aerofoil must terminate 50mm (2") in front of the rear bumper. The aerofoil must be no higher than 2413mm (95") from the ground. The aerofoil must be on the centre-line of the car, ± 50mm (2"). Adjustable wings are permitted, but this must be done externally and not from the cockpit. Any adjusters must not allow the aerofoil to come further forward than that stated. The wing must be fitted behind the centre-line of the front and rear track (not including side fins), but side fins must not extend more than 45mm (1.75") forward of the centre-line of the front and rear axle.

An aerofoil may be fitted in front of the engine block and behind the front bumper, central to the chassis, 1.4cm (36") wide by 45.7cm (18") in length, and must not obstruct driver's sight-line. Side fins must be of equal size and position, and should not exceed length of aerofoil by more than 50mm either end, and be ore than 20.3cm (8") deep. Front and Rear Spoilers/Splitters are permitted below wheel centre-line.

20. WHEELS & TYRES

The only tyre permitted for use is the 7.3 Avon – hard or soft compound. Steel wheels only 13" x 8" maximum are permitted. Tyres must not be cut. Tyre buffing is permitted. Tyre softening is not permitted.

Option 1. Drivers who use 7.3 Avon all round will be permitted to use a maximum inside rear wheel rim width of 10".

Option 2. For inside rear only. The Hoosier A70.13 or 22.5 X 7.0 X 13.0 is permitted for use. The A70.13 being the soft version. The Yokohama A048 Red Spot is permitted for use – medium compound-

The above existing tyre ruling (option 1 & 2) only applies until 1st July 2011 and then the following takes over, although drivers are permitted to use the tyres below from 1st January 2011.

The Hoosier, 24x6.0x13, must be used across the front axle and on the outside rear of car.

The Hoosier, 22.5x7.0x13 TD or the Yokohama A048 tyre to be used on inside rear of car.

21. EXHAUST SYSTEMS

If a silencer becomes ineffective or insecure during racing, the driver should automatically pull off. If the exhaust becomes ineffective within the last five laps, it may not be possible for the Start Marshal to issue a Black Flag, but you will automatically be removed from any result. Silencers must be effective in reducing noise.

Exhaust pipe length must be a minimum of 1067mm from the cylinder head, and must be fitted with a silencer. The system must terminate beyond or away from the driver's feet, and must not deflect gases into following cars. Stub exhausts are not permitted. The silencer used must be an AX891, and there must be one fitted on each side; alternatively, a tubular version, which may be easier to mount (SP351811 (57mm x 89mm (2¼" x 3½") case, large straight end), or SP4018113 (64mm x 100mm (2½" x 4") case, large straight end), are available from American Car Spares, Watford (Tel. 01923 221776).

It will be permitted to use the JS303 silencer currently used by the National Hot Rod available from Simpson Exhausts with inlet and exhaust outlets of 3" diameter with suggested maximum outlet/tailpipe length of 3".

22. COOLING SYSTEM

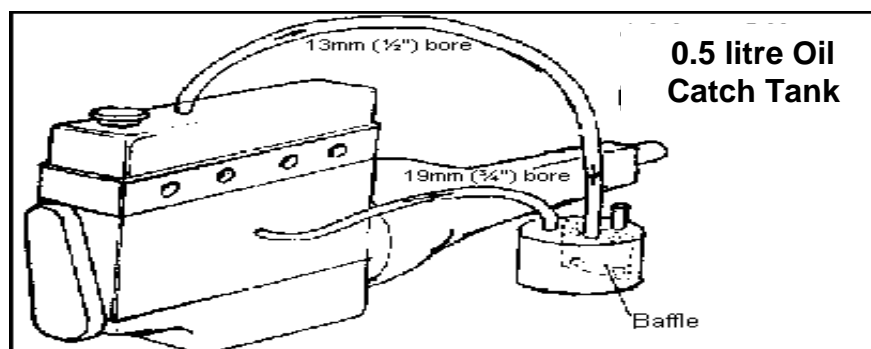
Radiators are free. The cooling system must be contained within the engine compartment. The water overflow must terminate forward of the drivers cab, 152mm from the floor.

23. MIRRORS/GLASS

Rear view interior mirror may be fitted. Door/exterior mirrors must not protrude beyond extreme body/chassis width of the vehicle.

Exception: V8 Stock Cars with door/exterior mirrors - should not be more than 76mm from the cab. The size of the mirror approximately 152 x 100mm (6" x 4") maximum, and, if glass, should be covered with a clear plastic to prevent the glass from fragmenting.

24. OIL CATCH TANK



An oil catch tank, with a minimum capacity of 0.5 litres, must be fitted in the engine bay, and must have a minimum of two breather pipes connecting to it, one from the rocker box and one from the crank case. If the catch tank becomes ineffective during racing or practice, the car will be withdrawn from the event.

25. BATTERIES & ELECTRICAL SYSTEM

i. Battery(ies) must be securely fixed and covered with a rot-proof material if they are not of a sealed type.

ii. No battery box, only adequate clamps.

iii. Contact between the safety harness and battery must not be possible.

iv. Battery must be a minimum of 152mm (6") from the fuel tank. The battery position is free and a maximum of two batteries are allowed. Oversized batteries being used as ballast are not permitted.

- v. A battery master switch must be mounted on the dashboard and within easy reach of the driver and clearly marked "ON/OFF" or have an Electricity Danger Decal.
- vi. If an electric fuel pump is permitted for your Formula, a switch must be fitted within easy reach of the driver.
- vii. A self-starter motor must be fitted, and in working order at all times.

IMPORTANT NOTE: Batteries fitted outside the main chassis rail must be fitted against the main chassis with the longer side of each battery against the chassis.

26. FUEL TANKS & SYSTEMS

All fuel tanks must have a positive means of fixing (metal straps or bolted). Filler caps must not be prone to spillage - no push-on caps. Caps must be metal and secure, or screw-on type. Fuel tanks, including filler caps, must be covered by a metal firewall. Fuel outlet must be from top of tank. A breather pipe, which must incorporate a one-way valve (or a vent pipe, terminating below the tank, so it would prevent spillage if inverted) must be fitted. All fuel pipes must be inside vehicle. Only road-side fuel can be used (either BP Ultimate (not 102) or Shell V-Power or Esso Supreme). No additives permitted I.E. Upper cylinder lubricants, Octane booster. For full fuel specification **please see page 10.**

If there is a floor under the tank, there must be four 50mm holes in the floor, in case of spillage. A fuel shut-off tap must be fitted within easy reach of driver. Fuel lines must be metal, or metal covered. A single electric pump may be used in place of original Fuel tanks must be metal only, or FIA approved. Fuel regulators are permitted. The fuel tank must not exceed 22.5 litre capacity. The tank must be fitted inside the car (between main chassis rails), with adequate protection. **(See 13 for fuel tank protection plate).** An effective firewall must exist between the tank (including filler cap), and the driver. A single fuel pump with regulator may be used. Secondary fixing on the fuel feed line is required at the carburettor. **Lead replacement fuels are allowed.**

27. RACING NUMBERS

SIDE OF CAR.

Optional. The driver's racing number must appear on both sides of the car. Preferably, these should be in large, American-style numbers on a contrasting background. Background must extend a minimum of 50mm (2") beyond the outline of the number(s).

FIN PLATE(S).

Must be used if aerofoil is not applicable, and the numbers must be a minimum of 229mm (9") high by 38mm (1.5") stroke, black on white background, fitted above the roof-line, but must not be higher than 305mm (12") in total, and 559mm (22") in length.

AEROFOIL/FIN PLATES.

If applicable, numbers should be a minimum of 229mm (9") high by 38mm (1.5") stroke (black on white background), on each side fin so visible from both sides of the car. For V8 Stock Cars with large fin plates: These numbers should preferably be in large, American-style numbers on a contrasting background. The background must extend a minimum of 50mm beyond the outline of the number(s).

28. DRIVERS' NAME

Optional:

- i. A sun visor, to an approximate depth of 152mm (6"), with your name or nickname clearly sign-written, must be fitted.
- ii. All sign-writing must be approved by the Promotion; other names permitted are those of sponsors and mechanics only.

29. SAFETY EQUIPMENT

29.1 CRASH HELMET

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are BS6658-Type A/FR, FIA8860-2004, Snell SA2005, Snell SA2010, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC10) sticker

29.2 RACING OVERALLS/FOOTWEAR

You must wear Fire retardant, clean, un-torn and brightly coloured Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. Mechanics are also required to wear clean overalls and will not be permitted on to the track without them being on, when instructed to do so. **Rigger boots and oversized boots are NOT permitted footwear in this formula.**

29.3 GLOVES

It is Mandatory to wear Fire retardant Gloves also clearly marked fireproof.

29.4 BALACLAVAS

It is Mandatory to wear Fire retardant Balaclavas clearly marked fireproof.

29.5 NECK BRACE

A Neck Brace is recommended, a spine support is also recommended.

29.6 WET WEATHER CLOTHING

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

29.7 HEAD RESTRAINT NET/WINDOW NETS

You may fit a Head Restraint Net on the on the safety fence side of the race car only. Window nets are optional, If used, they must be of quick release/cloth type only. Net spacing must be 76mm x 76mm maximum.

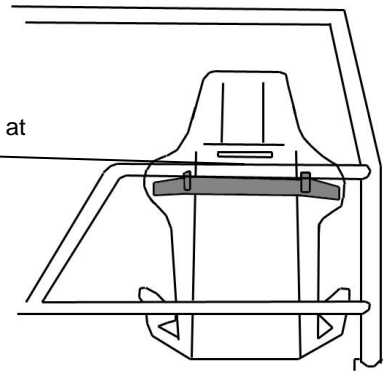
29.8 1kg FIRE EXTINGUISHER

A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

29.9 COMPETITION STYLE DRIVERS SEAT WITH HEAD RESTRAINT

You must have a Competition type Driving Seat with a head restraint. The seat should be securely installed and suitable braced 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.



29.10 SAFETY HARNESS

The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it, in order to wrap and hold the pelvic region over the greatest possible surface

It is mandatory to have a 5 point Safety harness with 3" shoulder straps, the lap & crutch straps can be either 2" or 3" in width.

All seatbelt connection points must be visible and no belts must pass through any firewall.

Following research made by leading safety harness manufacturers, information has been made available with regard to the best way to fit your safety harness; this will further ensure your safety. Please study the diagrams to ensure your safety harness is fitted correctly.

The lap belt crossing should be below the anterior-superior iliac spines (bony part of the hip).

Under no circumstances should it be worn over the region of the abdomen.

Lap belt/straps **must terminate vertically downwards**, and not forwards or rearwards of the hip joint. Lap straps should terminate symmetrically about the wearer on either side of the seat, about 20" (500mm) apart. The distance between the seating surface and the anchorage point should be kept to a minimum to prevent submarining.

The location of the crotch strap mounting should be to the rear of the driver.

Fig.1 shows the location for the tail straps, which should be horizontal to 20° below horizontal, and as close to the shoulder as is practical for optimum restraint.

Only safety belts comprising of separate shoulder, lap, and sub-straps will be permitted.

The sub-strap must be used at all times, and all belts must connect to the quick release buckle. The abdominal strap fixing point must be on the chassis, roll cage, or floor (for vehicles with no chassis), either side of the driver.

The shoulder straps must be supported at shoulder height. NASCAR type buckles must be fitted with lever on the **right** side of the driver. It is advised to fit a secondary means of detent to prevent overall sleeves accidentally unhooking the buckle during racing. A small section of tube grip **elasticated** bandage, slid over the hooked buckle, serves the purpose.

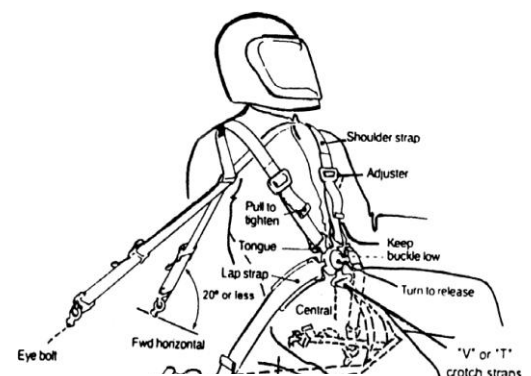
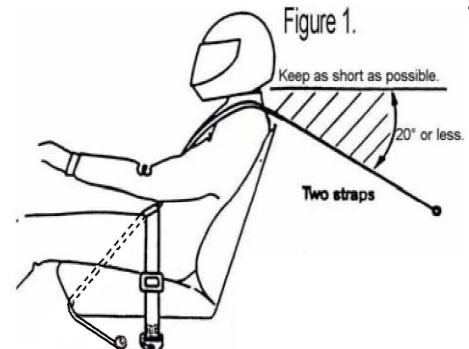


Figure 1.



able

Special attention must be paid to the condition of seat belt fixings once fitted. Information is available, from your Promotion, on the correct procedure to follow when fitting seat belts. *Remember - your life depends on them, and belts, once involved in a severe accident, should be discarded and replaced.*

Over the years, we have had many unnecessary injuries due to badly fitted seats. They frequently occur in Non-contact Formulas, when perhaps a driver believes it is more unlikely that he will be involved in a serious crash, and he also believes that, if he is involved in a collision, the impact on his car will be from the front. However, this is often not the case. It is therefore, imperative that you ensure your seat is really well supported, especially where the shoulder straps go through. You must also ensure that your seat cannot move sideways.

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. Check date tags on seat belts – if no dates your belts could possibly be over 10 years old – Do you want to race with aged belts?

30. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their Mechanic’s actions. Promoters have had complaints made about Registered Drivers & Mechanics consuming large amounts of alcohol at meetings, which could effect their judgement or be detrimental to their health, when medical attention has to be administered by Paramedics, St Johns or Hospital Staff. Should an incident occur that proves fatal on the raceway and you are involved, it is likely that the Police will want interview you. **If you drive, don’t drink!** Scrutineers and Officials will report to the Clerk of the Course, anybody they believe is under the influence of Drink or Drugs. Drivers whom it is thought are under the influence may be breathalysed.

Drivers should line up on the grid with their engines switched off in the correct points order, unless told otherwise.

The 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 – Slow down to 15mph, hold your position, and do not overtake any other cars.
- 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 track immediately**

31. ROOF GRADING

The complete top face of the aerofoil must be painted in graded colour, unless a champion as listed in the chart. In this case the complete top area of the aerofoil must be painted as per chart. If an aerofoil is not fitted the complete roof must be in grade colour. If you win a race at a meeting; you will start the remaining races from the rear of your grade. Should you win another race at the same meeting – you will be automatically upgraded.

Grid Line up / Roof Order:

White	
Yellow	
Blue	
Red	
Superstar	Red, White & Blue Stripes
Current Points Champion	Silver Roof
English Champion	White with Red Cross (St George)

All roof grade champions must start from the rear of the grid. The only exception to this Rule is where time trials, or specific grid orders, are implemented.

32. FINAL PREPARATIONS & COLOURS

Make sure that, in the construction of your car, you have not included any flammable material; all original interior and exterior trim, mouldings, and wiring, must be removed (unless stated otherwise). The external painting of the car must, at all times, be of professional appearance — preferably in bright colours, although any colour scheme is permitted. A maximum of two cars may be painted in team colours, or painted to look similar to another car, unless it is required and specifically stated by the Promotion (i.e. Team Events). All sign-writing must be of a professional nature. Scrutineers are instructed to refuse any car which they consider unsafe, unsightly, or in any way offensive.

33. TRANSPONDERS

Transponders are mandatory and should be working at all times. They should be fitted 1.8m back from the front edge of the bumper (not front position). A hole at least 6” (150mm) square is required in the floor, with the transponder fitted vertically, just below the hole. In the event of a dispute with the transponder result, the Steward of the meeting will make the final decision Any driver found to have fitted the transponder further forward will be excluded from any results for that meeting.

34. VIOLATIONS

1. When referring to the engine, gearbox, differential, mechanical, or construction Rules & Regulations, the principle will always be:
 - i. Unless permission is specifically granted to make modifications (or any variation), nothing may be done to alter or change the Standard Parts in any way.
 - ii. It is the responsibility of the driver to prove to the Promotion that the part is legal, by way of written proof of where the part originated. This must be undertaken within seven days, otherwise the part(s) in question will be deemed to be illegal, resulting in immediate suspension from racing and referral for disciplinary action.
 Unless these Rules state you can do it, **YOU CANNOT DO IT.**
2. Presentation of a vehicle for Scrutineering is a declaration by the entrant that the vehicle is eligible for that event.
3. Car, engines, and fuel 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.
4. All car and engine specifications will be taken from either the manufacturer's Technical Specification Books, or the Technical Service Data Books for cars, as published by Glass's Guide Service Limited. If there are any discrepancies occurring between books, the Promotion will exercise its' judgement, which will be final in any dispute.
5. Clarification on any item may be sought from Spedeworth.
6. Each driver is permitted only one car per meeting, and each car is permitted only one driver per meeting.

FUEL SPECIFICATION

All Oval Racing Formula:

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.

Roadside fuel consistency when testing fuel samples.

	BS EN 228	BS 7800	BS 4040	LRG/LRP	Test Standard
Motor Oct No (max)	89.0	89.0	89.0	89.0	ASTM D2700/86
Mon (min)	85.0	86.0	86.0	86.0	ASTM D2700/86
Research Oct No (max)	100.0	100.0	100.0	100.0	ASTM D2699/86
Ron (min)	95.0	97.0	97.0	97.0	ASTM D2699/86
Lead (max)	0.005	0.005	0.15		ASTM D3341 / IP362
Lead (min)	ASTM D3237	ASTM D3237		0.005	ASTM D3237 / D3341 / IP362
Density @ 15°	0.720 - 0.775	0.720 - 0.775	0.720 - 0.775	0.720 - 0.775	ASTM D1298/ D4052
Oxygen % max	2.7% w/w	2.7% w/w	2.7% w/w	2.7% w/w	Elemental
Nitrogen % max	0.1% w/w	0.1% w/w	0.1% w/w	0.1% w/w	ASTM D4629/ IP379
Benzene % max	1.0% v/v	1.0% v/v	1.0% v/v	1.0% v/v	EN238
Sulphur	150mg/kg	150mg/kg	150mg/kg	150mg/kg	EN ISO 14596 / ASTM D2622
Olefins*	18% v/v	18% v/v	18% v/v	18% v/v	ASTM D1319
Aromatics*	42% v/v	42% v/v	42% v/v	42% v/v	ASTM D1319

* Olefins and Aromatics values are expressed as a percentage of total fuel.