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ALL CLASSES – UNLESS IT STATES YOU CAN DO IT YOU MUST ASSUME YOU CANNOT

These regulations have been written and compiled with the spirit of fair motorsport and competition in mind. Competitors are therefore expected to be responsible for the preparation of their cars and compete at any meetings attended in the same spirit with which they were written. It is impossible to guarantee racers safety, dangerous & fatal accidents can and have happened, all racers compete at their own risk with no comeback whatsoever on the organisers / Landowner. It is recommended that racers take out Personnel Accident Insurance to cover them against injury whilst racing.

RACERS PROCEDURE ON RACE DAYS

- Top Pits are for non contact classes only.
- Street Bangers, Teen Streets & National Bangers must pit in the Bottom Pits for safety reasons and to enhance the smooth running of the meetings.
- Park up in the pits and unload quietly, no race engines before 11am. Attend to any paper work you need to do i.e. registration payments, fill in the scrutineering form you were given on arrival.
- Please drive race cars slowly in the pits at all times.
- Get your car scrutineered in the designated area.
- Follow the programme and when it is your turn to race take your car slowly and wait behind Race Control.
- Non Contact classes must check their Grid Position (sheets pinned on building)
- Proceed slowly and line up on your grid place (a slow sighting lap is permitted, no spinning wheels or static burnouts)
- Do not exit your car during a race, stay belted and helmeted.
- At the end of the race proceed slowly back to your pit area.
- Race Control is out of bounds during racing.
- Have a good day and when you leave please drive slowly through the pits and carefully through the Villages.

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SECTION ONE

GENERAL RULES APPLICABLE TO ALL CLASSES

1. All racecars to be prepared according to the rules specified for each class in this Rule Book.
2. **Clothing & Crash Helmets:**

The wearing of crash helmets overalls and gloves is compulsory under practice and race conditions.

Overalls and gloves must be of a fire-retardant material. Overalls and gloves must be Proban treated or made of Nomex or Pyrovatex and comply with at least one of the following specifications, FIA Norme 86, FIA 8856-2000, SFI 3.2A/1 or higher, ISO14116, ISO11612, EN531, EN470-1.

The effectiveness of a fire retardant material is severely compromised by the ingress of any flammable substance, i.e. oil, grease, petrol or brake fluid etc. So therefore the responsibility for the fire retardant ability of the overalls is completely with the driver.

Segto and member clubs will take no responsibility for the effectiveness of the fire retardant material.

Proban treated garments can be washed domestically and in fact any garment treated by this method should be capable of withstanding up to 50 washing cycles using the approved instructions.

Crash helmets must comply with at least one of the following specifications, BS 6658, Snell 70, 80 & 90 EC 22.05 P/J0511884.

Crash helmets must not be fitted with a chin pad.

Helmets that do not comply will be confiscated.

Visors or goggles of shatterproof construction are compulsory under practice and race conditions.

The removal of visors or goggles under practice and race conditions is not permitted.

Neck braces are highly recommended, fire retardant neck braces are also highly recommended.

Neck braces are mandatory for all Junior drivers.

Fire retardant footwear is highly recommended.

Fire retardant balaclavas are highly recommended.
3. **Safety Belts / Harness.** Seat belts are compulsory under practice / race conditions and must be of the full harness type (minimum five point fixing) and comply with F.I.A. regulations. Push button release must be forward facing, not side facing. Rear fixing must be at 45 degrees to seat back for non-race high back bucket seats. If seat belts

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are involved in a severe accident it is recommended that they should be discarded and replaced. Manufactured race seats with the correct slots for the harness to go through are allowed a maximum 45 degree angle point of fixing.

4. If your car stops during a race, either on track or the infield, you must stay in your car fully belted with your helmet on.
If a race is Red Flagged only the racers on track may exit to the safe area of the infield. Racers on the infield must remain in their car even after a Red Flag.
5. If a race stoppage requires the medics to attend the racer, the racer will no longer be eligible to compete for the remainder of the meeting.
6. A car will be deemed to have left the circuit if all 4 wheels are on the infield. In the event of a car leaving the circuit, the driver must exercise caution when re-joining. Anyone re-entering the circuit in a manner deemed reckless will be black flagged and face a further punishment.
7. Any deliberate contact on a car off the circuit may result in a load up for the offending driver with possible further sanctions.
8. A 5mph speed limit is imposed in spectator and pit areas. Racecars may not be 'tried out' in the pits. Contravention will result in suspension. No racecars in the spectator enclosure.
9. Drivers must not consume **Alcohol or use any illegal substances** including tobacco based during a meeting and may be banned. Anyone found to be under the influence of Alcohol or Drugs will not be allowed to race. Racers may be tested at any time.
10. All rubbish & litter to be placed in the bins or taken home. **No Wheels or Tyres or Batteries** to be left at the track. Any offenders will be suspended or banned from racing.
11. All racers must present a suitable fire extinguisher at scrutineering.
12. All vehicles must be fitted with an **efficient exhaust system**.
A decibel reading of **98 decibels** measured on the track under racing conditions will be enforced. Cherry bomb exhausts are not allowed. The exhaust system must be isolated from the driver. Either beneath the floor or if run inside the car, the exhaust must be covered in casings of sound material.
Inadequate or faulty exhaust systems due to losing part of the exhaust while competing may result in disqualification.
13. All cars to have an efficient highback seat and head restrainer.
14. If bonnet, boot or doors come open / fall off - automatic black flag.
15. Cars with punctured tyres must stop racing or be black flagged.
16. **Dangerous or malicious** driving by Teams or Individuals will result in suspension.

17. Physical violence or threats between racers, mechanics or spectators will not be tolerated and may result in suspension. **Racers may face punishment for physical or verbal abuse by their Children / Parents / Mechanics / Supporters. Directed to anyone.**
18. Physical violence or threats to any person helping to run the meetings will mean automatic suspension.
19. Race Controller's and Clerk of the Course decisions are FINAL.
- 20. Starting procedures** (race start is on traffic lights):-
 RED - Prepare.
 GREEN - Go.
 RED - Race stopped or end of race.
 Jumping the start - procedure will be repeated with offender going to back of the grid.
- 21. FLAGS:**
 GREEN - Prepare for start light procedure.
 YELLOW - Obstruction on track, drive with caution.
 RED - Race is stopped or stop racing at the end of the race
 BLACK - You are disqualified, pull into the centre.
 WHITE WITH BLACK X - Warning, you will be docked one place.
 BLUE - Non Contact, hold your line or make way for overtaking cars
 CHEQUERED - End of race, keep racing until red flags and lights are shown.
22. In all classes Black and Black Cross flags are recorded with Championship points deducted at the end of the season. Black flag = 5 points deducted. 5 x Cross flag = 5 points deducted.
23. Number of Laps/Points - Number of laps is determined by the number of racers and will be shown at start of each race. Points in support classes are awarded for each race descend from 10 points down to 1 point. 1st – 10 2nd – 9 3rd – 8 4th – 7 5th – 6 6th – 5 7th – 4 8th – 3 9th – 2 10th – 1.
 Points for Bangers, Street Bangers & Teen Streets are awarded for each race 1st – 6 2nd – 5 3rd – 4 4th – 3 5th – 2 6th – 1 Two attendance points per meeting will be awarded to each competitor that competes.
 Overall club champion will be the driver who accumulates the highest number of points over the whole season and has received minimal disciplinary action.
24. All racing at Standlake is graded. Racers must paint their roof according to whichever grade they have attained. Racers grades may

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be amended at any time including during a meeting. All cars to have roof fin minimum 6" numbers black on white. Bangers 2ft x 1½ ft. Race number also to be shown on doors.

25. Racing can be dangerous & accidents do happen; all racers compete at their own risk with no comeback whatsoever on the organisers / Landowner. It is recommended that racers take out Personnel Accident Insurance to cover them against injury whilst racing.
26. Will all racers please drive carefully through surrounding villages when driving to and from Standlake Arena.
27. The scrutineers and promotions decisions are final.

SECTION TWO - MEETING PROCEDURE

1. **Accidents.** In the event of an accident only the course marshals, club officials, Safety Officer and First Aid personnel will be permitted on to the circuit. Under No Circumstances whatsoever unless specifically directed by the Clerk of the Course, will Parents, co-drivers, mechanics or friends be allowed on the circuit.
2. **Vehicle Eligibility.** Club officials/scrutineers reserve the right to strip or seal engine and/or components as deemed necessary on the day. No compensation fee will be paid. Competitors with illegal vehicles will be disqualified from the championship and all points forfeited.
3. **Rejection.** Club officials reserve the right at all times to reject any car which in their considered opinion is unsafe, breaches any regulations or represents an attempt to defeat the regulations, even though it may comply with the letter of the regulations.
4. **Grading.** A grading system for drivers is determined by points, Gold roof denotes class champion. Chequered roof may be displayed by the winner of an "Open Meeting" for their class. Drivers are responsible for finding out their grade. Drivers will be graded after every meeting. A driver may be upgraded on the day in the fairness of the sport to other competing drivers. The officials reserve the right to re-grade any driver at an event. This will be decided by clerk of the course, drivers will be informed before the start of any race.
5. **Grids & Lining up -** Grid sheets are posted for support formula, drivers are responsible for finding out their grid position. On entering the track to race all racers must line up on their grid position. 1 slow sighting lap is permitted, spinning wheels and static burnouts are not allowed. Driving at speed or in a dangerous manner on the sighting lap or on entry to the circuit may result in exclusion from the race. Any car not lining up in their correct place will be moved to the rear of the grid.
6. **Roof Grades** must be shown. Whole roof painted or min (4") 102mm strip on both sides (4") 102mm above the gutter line.
7. **Number of Drivers per Car.** The number of the drivers per car at points meetings is one. Once a driver has raced at a particular meeting it is not possible for that driver to exchange, borrow/buy or lend a car with/from/to another competitor for use at said meeting. This does not apply to banger classes, however race control need to approve any change.
8. Any drivers found responsible for permitting an unlicensed and/or unindemnified person to enter the raceway in their vehicle will result in both parties receiving an immediate long term suspension.

9. **Indemnity Forms**. An indemnity / scrutineering form must be signed by the competing driver before the racing starts. Failure to conform will result in driver and all concerned being banned.

SECTION THREE - CONDUCT OF MEETING

1. **Conditions.** It is mandatory that a competitor shall not take part in any competition organised by Standlake Arena unless he/she is in possession of a current competition license. Competitors under 18 years of age shall obtain a signature of Parent/Guardian. The indemnification must be signed using correct name, a Nom De Plume is not legal and will not be accepted. Officials and/or drivers must not consume drugs / alcohol during a meeting as they may be banned from that meeting.
2. **Noise.** Please keep noise to a minimum until 11am when racing begins. i.e. no loud revving of engines.
3. **Speed limit.** A speed limit of 5 mph. is imposed in all public sections of the field, the approaches to it and the paddock. This applies to all vehicles whether racing or not. Racecars may not be tried out, in the interest of safety anyone offending against this regulation will be banned from the meeting and where applicable forfeit his/her entry fee. No warning will be given.
4. **Scrutineering and Signing On.** Upon arrival competitors should proceed to the pit area, unload competition vehicle and then proceed to remove all loose equipment. The competitor shall make certain the vehicle is ready for racing and proceed slowly and quietly to the SCRUTINEERING area, taking with him/her their license book, crash helmet and visor as these will be inspected. Vehicles and equipment will be inspected for general safety and conformity with these regulations. Provided that the vehicle is considered satisfactory by the scrutineer, the driver will be handed back his signed log book. Competition cars shall be returned to pit area to wait for racing to commence. The driver will have to pay any outstanding fees before receiving permission to race.
5. **Race Control is out of bounds to all during racing.**
6. Anyone tampering with any track equipment or safety fences will be banned from Standlake Arena. **Parents are responsible for their children's actions at all time while at the venue.**
7. All persons attending this event are made aware that **'Motor Racing can be Dangerous'**

SECTION FOUR - JUNIOR, PROD A, HOT ROD RULES

**UNLESS IT STATES YOU CAN DO IT,
YOU MUST ASSUME THAT YOU CANNOT**

JUNIOR RULES

1000cc Mini Saloons only.	No fuel injection
2 Wheel drive only.	Dash bar
Window net (not metallic)	Crotch strap
Double door bars off side (Drivers side)	Minimum 14" steering wheel
Single door bar near side (passenger)	Padded steering column
Drivers must wear a neck brace	
No locked differential	
Standlake Arena restrictor plate must be purchased & fitted.	

No Juniors allowed to race until their 10th birthday and then they must be able satisfy the promotion as to their capabilities to handle their car under race conditions.

Birth certificate / Passport or proof of age is required when first registering to race at Standlake.

Upper age cut off date is August 31st.

If your 17th birthday is before August 31st you may:

Race in the seniors for the whole season.

Race in the Juniors but change to the seniors immediately you are 17 years old.

If your 17th birthday is after August 31st you may:

Race the whole season in the Juniors.

Change to the seniors when you are 17.

Proven racers may start in the seniors age 16, with the promoters consent.

1. All car preparation / engine build as per Prod A except: Mini Saloons only (No estates or pickups) & 1000cc only.
2. All junior racing is non contact.
3. No car sharing, one car only to be used at any meeting.
4. To start with cars should have two front seats and harness until the promotion is satisfied that the junior is safe and able to race by her or himself.

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5. Great care must be taken driving through the pits. A 5mph speed limit is imposed in the pits. No passengers other than Parent / Guardian. Contravention may result in suspension.
6. All safety wear to be worn until off of the circuit.
7. Roll cages: as Prod A rules. Roll cages that are cut for removing or refitting must have a sleeve welded all the way round the outside, sleeve must be at least 2 inches either side of joint. Welds must only be covered with paint.
8. Junior racers to be graded as other classes.
9. Intimidation bullying or general misbehaviour by **JUNIOR RACERS, PARENTS, GUARDIANS OR OTHERS WILL NOT** be tolerated and may result in suspension.
10. These rules are primarily for drivers safety, it is however impossible to guarantee drivers safety and all racers should realise they race at their own risk. It is recommended that all racers take out their own Personal Accident Insurance to cover them against injury whilst racing.
11. As with other classes, Race Controller's and clerk of the course decisions are **FINAL**.
Junior and parent or guardian to have read and understood race rules issued to all racers.

For full preparation of cars see section five

PROD A RULES Full Rules at www.segto.net

Any reference to engines in rules 1 to 59 refers to engines with one camshaft.

Rule 60 refers to engines with multi valve, multi camshaft and multipoint fuel injection.

1. The permitted drive configuration is vehicles fitted with engines of up to 1100cc front wheel drive OHV or single OHC. The rules below cover permitted modification for up to 1100cc engines. Up to 1200cc engines are permitted in Prod A but **MUST** remain standard.
2. Later body shells can be fitted with earlier engines provided they are the same manufacturer. The later body shell used must have been originally fitted with an engine of the same or smaller cubic capacity as the earlier engine being fitted.
3. Due to valve springs for 1000cc OHV Vauxhall being unavailable from Manufacturers or Factors, the following alterations are permitted: 1400cc 8 valve OHC valve springs are permitted with the addition of either one solid spacer under exhaust valve spring or original turntable ground off, or the centre of 1400cc turntable machined to fit valve guide. The solid spacer used must not measure any more than 7mm. Part numbers for 1400cc components, Spring 90265608 G.M. Spring VSP 954255 (Factor) Turntable 90106266. Washer 90128720.
4. Single point fuel injection is permitted. The fuel injection system used must be the standard original equipment fitted by the original engine/vehicle manufacturer.
5. Maximum 1 spark plug per cylinder
6. Electronic ignition is permitted if fitted as standard.
7. The fitting of after market electronic ignition is permitted to cars that do not have electronic ignition as standard. After market ignition systems should have the same ignition advance curve as a standard ignition system. Programmable or remapped systems are not permitted.
8. Anti Roll bars are not permitted on Novas & Corsas
9. Cars must be of a model originally fitted with 1 only single choke or twin choke carburettor.
10. All cars must retain the original carburettor model, the carburettor used must be the standard original equipment fitted by the original engine/vehicle manufacturer.
11. A max of 2 valves per cylinder is permitted.
12. Inlet and exhaust valves must remain standard size for the engine used.

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13. Cooper S, GT., Rallies, Sports, Special Editions, or engine parts are not permitted.
14. ECU's must remain standard with standard manufacturer's factory settings. The ECU that is used must be the unit that was fitted by the vehicle manufacturer for the engine that is fitted to the racecar. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox. No Dynojet Power Commander type plug in fuel and ignition adjusting modules are permitted. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal. If a driver refuses to allow SEGTO to fit an ECU they will be deemed illegal.
15. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.
16. The maximum permitted overbore is 0.060" or metric equivalent.
17. Aftermarket replacement camshafts are permitted, but must be within the original manufacturer's standard tolerances. It is the responsibility of the driver to ensure that any camshaft fitted to their racecar complies with this rule.
18. Manufacturers' dowel or woodruff keys must be fitted as standard.
19. Engine balancing is permitted, no machining of pistons except for balancing purposes and this can only be carried out on the inside surface of pistons.
20. One piston and one con rod must remain as standard.
21. Pistons must not protrude above block face. Some manufacturers have pistons that protrude as standard, so particular vehicles will be checked on their merit, according to manufacturer's tolerances, for that specific vehicle.
22. Competition pistons are not permitted.
23. ARP nuts and bolts are permitted.
24. Centre main crankshaft straps are not permitted.
25. When closed the valve head must protrude into the combustion chamber and not be recessed.
26. Valve springs must remain standard to the engine used.
27. Matching or machining of carb to inlet or manifold to block is not permitted.

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28. Inlet and exhaust manifold must remain as standard.
29. Head numbers 12A 1456 2A 629 Minis or "A Plus" CAM 4810.
30. Cylinder heads may be skimmed, but no modification to oilways.
31. Lead free inserts & 3 angled valve seats may be used.
32. Oil pump pick-ups may be relocated.
33. Sumps may be baffled.
34. BL "A+" 1100cc engines are permitted. Crank, rods & pistons must remain as standard to block.
35. "S" type distributors on BL A series engines are not permitted.
36. Distributors must remain as standard and if fitted, the vacuum advance mechanism must be capable of working.
37. A+1100cc camshafts, heads and springs may be interchanged with A series 1100cc or vice versa.
38. Duplex timing chains are not permitted, unless fitted as standard.
39. Air filters are free.
40. Ram pipes or air scoops are not permitted.
41. Forced induction is not permitted.
42. Carburettor butterfly must not be modified or removed.
43. Carburettor choke flaps and spindles may be removed.
44. All cars must retain original carburettor model. With a maximum choke size of 1½" or 38mm. This means that a single choke carburettor can have a single choke of a maximum choke size of 1½" or 38mm. On a twin choke carburettor neither choke size can be larger than 1½" or 38mm.
45. S.U. Needles must remain round.
46. Twin or single specialist carburettors are not permitted
47. All casting and or forging marks must remain.
48. All gearboxes must retain all gears.
49. Gearboxes and axles must be as originally fitted to the car with no modifications.
50. Differential final drive ratio may be altered within the manufacturers' model range.
51. No competition or limited slip differentials are permitted.
52. Differential may be locked completely by welding.
53. Out put drives & drive shafts must be within the manufacturers' model range.
54. Shock absorbers may be up rated.
55. Coil over shock absorbers are not permitted, unless fitted as standard.
56. Relocation of shock absorbers mountings is permitted.
57. Airfoils and spoilers are not permitted.
58. Electronic or any other form of traction control is not permitted.

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59. No mixing and matching of engine or gearbox parts.
60. Cars with multi valve, multi camshaft and multipoint fuel injection are permitted. With the following stipulations: -
 - a. The engine capacity must not exceed 1000cc.
 - b. Engines fitted with coil pack type ignition systems are not permitted, the ignition system must use a distributor as fitted by the vehicle manufacturer.
 - c. The engine must be of the type as fitted by the vehicle manufacturer, no older engines in newer body shells.
 - d. The engine power output must not exceed 65 bhp as stated by the vehicle manufacturer.
 - e. Modifications to the engine, fuel injection system, ignition system or ECU are not permitted.
 - f. The ECU used must be the standard original ECU fitted by the original vehicle manufacturer.
 - g. All identification numbers, stickers and labels on the ECU must remain on the ECU in an unmodified and undamaged condition. Any ECU found to have the identification numbers, stickers or labels tampered with or removed will be deemed to be illegal. The use of an ECU originally for a car with an automatic gearbox is not permitted to be used on a car with a manual gearbox.
 - h. Electric fuel pumps may be replaced with external pumps but tanks must have return line fitted and working as per standard operation of fuel system on the car being used.
 - i. Catalytic converters may be removed.
 - j. Multi valve, multipoint fuel injection engines are only to be fitted to cars they were originally produced in by the original manufacturer. Fitting new engines to older cars is not permitted.
 - k. All non-engine permitted modifications are as per group rules.
 - l. Gearboxes must be as originally fitted to the car with no modifications. Nissan Micra 16 valve must use 5 speed gearbox.
 - m. All ECU's are to be presented to the technical chairman of the club the driver wishes to race with before the start of the race season or before the car is raced. This is so the ECU can be checked for tampering or modification. The ECU will then be sealed with a SEGTO seal. If this seal is broken or tampered with, the ECU will be deemed to be illegal.
 - n. Nissan Micra cars fitted with K11 engines, when tested not under load will not exceed 6850 RPM.

For full preparation of cars see section five

HOT ROD RULES

Full Rules at www.segto.net

1. Any car or pickup fitted with any make or type of engine of unlimited engine size.
2. Engine can be in any position with any drive configuration.
3. Engine modifications are free.
4. Twin engines are permitted.
5. RWD rear engine the rear bulkhead can finish at the bottom of the rear side window aperture, with a shield at 45deg. To shield the driver.
6. All chains on chain driven cars must have adequate protection from drivers and other competitors.
7. Oil coolers must not be in window aperture.
8. Transmissions, axles and suspensions free.
9. Space frames are permitted.
10. Wheel width must not exceed 10" wide.
11. Tyre size and type are free.
12. Full composite body shell is permitted.
13. Composite-bodied cars fitted with space frames must have steel plate welded to roll cage of minimum thickness 16swg over the driver's head.
14. Composite material replacement bonnets, boots and doors are permitted
15. Any composite must not exceed ¼" (6mm) thick.
16. Shock absorbers may be up rated and the mountings relocated.
17. Electronic or any other form of traction control is not permitted.

For full preparation of cars see section five

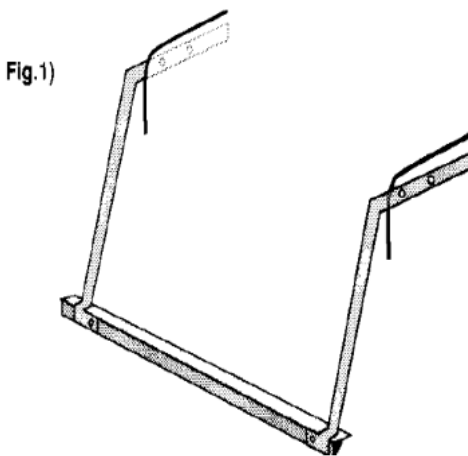
SECTION FIVE – SEGTO classes

RULES APPLICABLE TO JUNIORS, PROD A, HOT RODS

1. Vehicles must be presented in a clean and tidy condition.
2. All saloons, hatchbacks and pickups must retain the manufacturer's original silhouette, no cut downs.
3. All production cars must be as they were produced by the manufacturers, except for permitted modifications.
4. Hatchbacks must be fitted with the original tailgate.
5. All production car body shells and sub frames must be standard and constructed of steel.
6. All body panels; doors, bonnets and wings must be securely attached.
7. Doors, bonnets and boots must be retained with quick release fixing's not bolted.
8. Bungee straps and rubber hooks alone are not adequate.
9. Bonnets, boots & doors may be de-skinned.
10. Both front doors must be able to be opened on Prod A and Juniors.
11. On cars fitted with opening doors, the driver must be able to open the driver's door while sitting in the seat.
12. Cut down doors are not permitted on Prod A and Juniors.
13. On a Hot Rod the doors can be permanently fixed closed by welding/bolting or riveting or any other permanent fixing method.
14. On a Hot Rod the nearside/passenger door height can be cut down to half the overall door aperture height.
15. Aluminium or composite material replacement bonnets, boots, body panels or doors are not permitted on Prod A and Juniors.
16. Boot floor on Prod A and Juniors must remain as standard. If the spare wheel well is excessively corroded it may be removed but must be replaced with flat steel sheet that is no thicker than the original boot floor. Two inspection holes of 1½-inch (40mm) must be drilled towards each rear corner of the replacement panel.
17. No saloons, hatchbacks and pickups shall be fitted with dumb irons or structural steel fenders, such as angle irons, joists, tubes or other circular or rectangle section at the front, rear, and sides of cars.
18. Original steel bumpers must be removed.
19. Integral plastic bumpers are permitted.
20. Radiator or any other cooling system pipes that run through the driver's compartment must be of metal and completely shielded from the driver.
21. Ballast in any form is not permitted on Prod A and Juniors.

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22. Ballast is permitted to be positioned at the front of the car on a rear engine Hot Rods to prevent a car wheelieing under hard acceleration.
23. No distributor protection is allowed.
24. Towing straps front and rear are recommended.
25. Composite material replacement one-piece fronts on BL Minis are not permitted on Prod A and Juniors.
26. One-piece steel fronts on BL Minis must be detachable as a whole and be securely attached with bonnet pins or clips, not bolted.
27. BL Mini's with detachable one piece front, will be allowed 2 lengths of 1" (25mm) x 1" (25mm) box or round tube of no more than 10swg bolted at both ends diagonally from flich panel to subframe, see figure 1.



28. One-piece steel fronts on BL Minis where inner wings have been removed can be fitted with 2 x 13mm headed bolts on inside/A panel, and plate same size as body work, 2 pins or clips on top.
29. Replacement front grilles must be no thicker than 18swg in steel or 16swg in aluminium.
30. All internal structural bodywork must be retained, no drilling of structural panels i.e.: - door posts, floor, inner wings, bulkheads and tailgate.
31. Inner wings forward of front suspension point may be removed no strengthening allowed, and must not be braced.
32. If the inner wings forward of front suspension points have been removed, a bar to support the front grille may be used. The support

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bar will be U section a maximum of (2") 5cm x (1") 2.5cm with a maximum thickness of 18swg.

33. Inner wings must not be cut around the suspension mountings.
34. All Prod A and Juniors must retain their original rear parcel shelf.
35. Camber, caster and KPI improvements are allowed.
36. On Junior and Prod A, adjustable bottom arms are permitted however must be welded to fix their position.
37. Standard suspension may be lowered.
38. If arches and sill skirts are fitted on Prod A and Juniors they must not exceed 2 1/2" (65mm) wide at their uppermost point of fixing. Sill skirts must not exceed the original panel part thickness and be constructed of steel.
39. All sharp edges on bodywork must be made smooth.
40. If a replacement original pattern front panel is not available, then a new panel can be fabricated from mild steel of max 18swg thickness. Any formed box section incorporated in the design of the replacement panel must not be excessively large, as this could be deemed as unwarranted strengthening. At the point where the front panel joins the front wing this must be rounded ends or at 45deg and must not exceed past the front edge of the front wing.
41. If a replacement original pattern rear panel is not available, then a new panel can be fabricated from mild steel of max 18swg thickness. Any formed box section incorporated in the design of the replacement panel must not be excessively large, as this could be deemed as unwarranted strengthening. Any formed box section incorporated in the design of the replacement panel must be drilled with 1½-inch (40mm) holes at 3 inch (75mm) between centres, horizontally and vertically over the complete length of the formed box section. These holes must not be flanged or dimpled. The ends of the replacement panel where it is joined to the rear wing must be rounded or at 45 degrees.
42. It is prohibited to reinforce the front panel.
43. No double skinning of body panels allowed.
44. Any patching of exterior panels must not exceed the thickness of original panel part.
45. Driver's compartment floor must remain metal and be sealed from the track.
46. Any non-original engine/body configuration must be fitted with a 10swg scatter shield bolted to the bell housing between the engine and driver's compartment.

STANDLAKE ARENA

47. All cars must have a protective bulkhead of a non-flammable material between the engine and the driver's compartment, and between the fuel tank and driver's compartment. The bulkhead must be capable of preventing the passage of fluid, flame or steam, etc. All gaps must be sealed with flame retardant material.
48. Fuel lines must be metal and run inside the car.
49. Where fuel line passes through the bulkhead or panel it must be protected by properly fitted grommets in rubber or other suitable material to prevent chafing.
50. Proprietary fuel taps are permitted.
51. There must be no rubber joints in the fuel line in the driver's compartment.
52. Fuel tanks must be constructed of metal and be a maximum of 2-gallon capacity.
53. Fuel tanks must be fitted with a breather vent open below the bottom level of the tank that continues through the floor to prevent spillage if inverted.
54. It is advisable to fit a non-return valve in the fuel tank breather tube to eliminate spillage if inverted.
55. Fuel tanks must have positive sealing caps.
56. Original fuel tanks must be removed.
57. Fuel tanks must be securely fitted and isolated from the driver behind a fireproof bulkhead **or** in a fireproof box and be within the confines of the suspension points.
58. The fuel tank may be fitted under the bonnet.
59. Any oil pipe that runs through the driver's compartment must be steel braided.

Engine Sealing. It will be the drivers responsibility to ensure that the following bolts are drilled to enable the engine to be sealed should the need arise.

Junior, Prod A:

- 1 Head Bolt
- 1 Block to Bellhousing Bolt
- 1 Sump to Block Bolt
- 1 Timing Cover Bolt
- 1 Inlet Manifold Bolt
- 1 Rocker Box head Bolt
- 1 Carb to Manifold Bolt
- 1 Diff Bolt

Sharp Edges. All sharp edges must be smoothed off. All cars must be of sound construction and condition, and must have a positive fastening on all doors and body parts:- there must be no dangerous sharp edges to bodywork. All cars that roll will be subject to Re-Scrutineering

Fireproof Bulkheads. All cars must have protective bulkheads of non-flammable material between the engine and driver, and between the fuel tank and driver, capable of preventing the passage of fluid, flame or steam, etc. All gaps must be sealed with flame retardant material.

Fire Extinguishers. Fire extinguishers in race car is optional, but all drivers must have one with their race number stamped/painted on it and it must be taken to scrutineering. If fixed in the car drivers must familiarise themselves with the method of operation of their respective extinguishers. Fire extinguishers must be a minimum of .9 kilo. size.

Fuel

1. Petrol from Service Stations pumps only may be used.
2. Fuel additives are permitted.
3. No injection of Nitrous Oxide or any forced induction of gas of this type is permitted.
4. All fuel transported to any race circuit must be in the fuel tank of the race car or a proprietary, regulation fuel container as covered by the Petroleum Spirit (Motor Vehicles etc.) Regulations 1929 and the Petroleum Spirit (Plastic Containers) Regulations 1982..

Roll cages & Space Frames.

1. All Racecars must have a soundly constructed full roll cage (see diagram figures 2a & 2b.)
2. Aluminium space frames and cages are not permitted.
3. The roll cage must be fixed to the body or chassis.
4. The minimum roll cage tube sizes are, round 30mm (1¼") dia. Or square 30mm x 30mm (1¼" x 1¼") Minimum thickness is 2.64mm or 12swg.
5. The roll cage legs must be welded to footplates minimum thickness 1/8th inch (3mm) with a minimum size of 4" x 4" (100mm x 100mm) square.
6. Roll cage footplates must be bolted or welded to the car. Minimum size bolts 8mm dia. 4 bolts per plate.

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7. If the roll cage is fitted with a sill bar, a 4"x 4" (100mm x 100mm) plate must be welded from the sill bar to floor at the point the roll cage leg is welded to the sill bar.
8. The floor surrounding the roll cage floor plate must be sound.
9. Two bracing struts must be fitted to the rear hoop.
10. A centre bar from the front to rear between the main hoops must be fitted, or this may be diagonal from corner to corner.
11. A diagonal bracing strut must be fitted from the driver's head to lower fixing of rear bar. (see figure 2b)
12. All joints must be welded or bolted if on an approved manufacturers roll cage.
13. If full width hoops are cut and welded there must be additional webs welded or bolted minimum size 2" x 2" x 10 gauge (50mm x 50mm).
14. All welded in roll cages must have webs on all welded roof joints. A total of nine webs in roof joints are required. Tubes may be fitted as web joints.
15. All bolt together roll cages must have a minimum of two bolts per joint.
16. A minimum of one door bar must be fitted at hip height on driver's side in the door aperture, door bars must be welded or bolted to the front and rear uprights of the roll cage.
17. Door bars on Specials must be fitted on both sides of the driver's compartment.
18. Tube size for door bar is the same as roll cages.
19. Roll cage must stop a minimum of 6" (150mm) from front or rear panel.
20. The construction of all Specials and space-framed vehicles must have the driver's cell constructed of round, square or rectangular section tube. The roll cage part of the cell to be constructed as per the specifications of the tube in rule 4 above. The floor section must be constructed with round or square section tube for the outside tubes as per the specifications of the tube in rule 4 above or rectangular box section 50mm x 25mm minimum thickness is 2.64mm or 12swg. The minimum specification for any other tubes used in the construction of the floor section is 25mm square or round tube minimum thickness is 2.64mm or 12swg.
21. Any space-frame construction other than engine, gearbox, or suspension supports forward of front suspension & behind rear suspension must not be of a type that can be classed as ironing up.
22. Space-frame must stop 6" short of front & rear panel.

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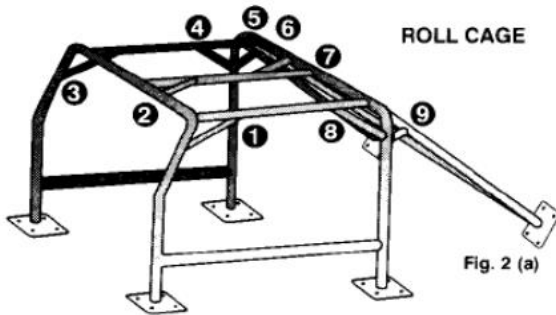


Fig. 2 (a)

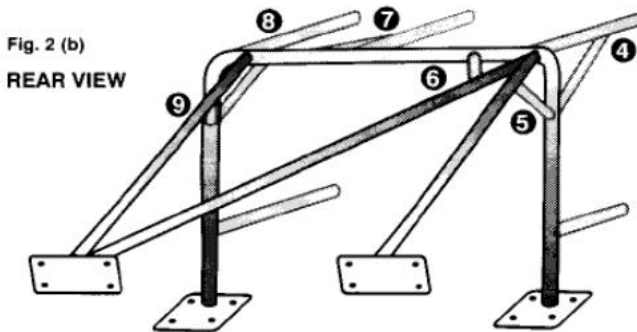


Fig. 2 (b)

REAR VIEW

Electrical Items and Systems.

1. Main electrical power isolator switch must be in the rear driver's side triangle on the roll cage and must be capable of isolating the battery, and cutting engine. Must be marked On/Off.
2. Key type ignition switches must not be used.
3. Only lever operated or push/pull switches are permitted for Ignition switches. Switches must be marked On/Off
4. Steering lock mechanisms must be removed.
5. If batteries are fitted in the engine bay they must be covered with a non-metallic material and securely fixed so they do not become dislodged in the event of an accident of any kind.
6. If batteries are fitted inside the driver's compartment they must be securely fitted within a leak proof box of a sound material.
7. If batteries are fitted in the boot the battery must be segregated from the fuel tank and covered in non-metallic material.
8. A maximum of two batteries may be fitted. These should be of a reasonable size i.e. 2 x 6volt or 2 x 12volt.
9. All Racecars must be equipped with either two fog light type rear facing brake lights, or one rear facing multi LED type unit.

10. When two brake lights are fitted, they must be fitted one either side of the rear of the car. When one multi LED type unit is fitted, it must be fitted to the centre of the rear of the car. LED type units must have a least 12 LED bulbs.
11. On saloon cars, hatchbacks and pickups, the brake lights must be inside the rear window aperture.
12. Brake Lights must be operated by depression of the car foot brake pedal only.
13. Starter motors must be fitted to all racecars and be capable of starting the engine at all times.

Wheels Tyres and Brakes.

1. Brake pipes must run through the driver's compartment
2. Efficient brakes must be on all wheels at all times.
3. Hand/ parking brake is optional.
4. Cars must not have more than four wheels.
5. All wheel nuts must be steel and in thread contact over a minimum length of 1 ½ time's bolt/stud diameter.
6. Tyres marked in any way for road racing or competition use, or not for highway use are not permitted for Prod A and Juniors. With the exception that Yokohama A021R & A032R tyres are permitted on all production groups.
7. Any ECE (Economic Commission for Europe) approved tyre within the size constraints for a said group is permitted in Prod A and Juniors. The E mark will be in the form of a circle or rectangle containing the letter "E" or "e" followed by a number. A large letter "E" indicates ECE type approval. A small letter "e" indicates compliance with EEC Directive 92/23/EEC.
8. E Marks must be visible, remoulds are permitted.
9. Any tyre that a competitor is not sure is suitable for use should check with SEGTO Committee before using the tyre in question.
10. Safety wheel nuts to prevent wheels pulling off over standard nut are recommended.
11. Wheel Spacers are not permitted for Prod A and Juniors
12. Wheel Spacers are permitted on Hot Rods and must not exceed 1" (25mm) thickness.
13. Multiple or laminated spacers prohibited.
14. Brakes are free on Hot Rods.
15. Brakes are free within the manufacturer's model range on Juniors & Prod A.
16. Adjustable bias brake valves are permitted on Hot Rods

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17. Adjustable bias brake valves are not permitted on Juniors & Prod A
18. All groups can use alloy wheels provided correct wheel nuts and studs/bolts are used.
19. Wheel diameters are free but must not exceed 6" wide on Juniors & Prod A
20. Maximum tyre size is 175mm wide on Juniors and Prod A.
21. The SEGTO / Standlake Arena technical committee reserve the right to review tyre regulations as they develop.
22. Tyre outside edge must remain within the confines of the bodywork on all saloons, hatchbacks and pickups
23. Tubed tyres are recommended.
24. No more than two wheels to be fitted to one axle.
25. All cars must retain same diameter wheels on same axle.
26. No stud or chained tyres permitted.
27. Sidewall gaiters are not permitted.

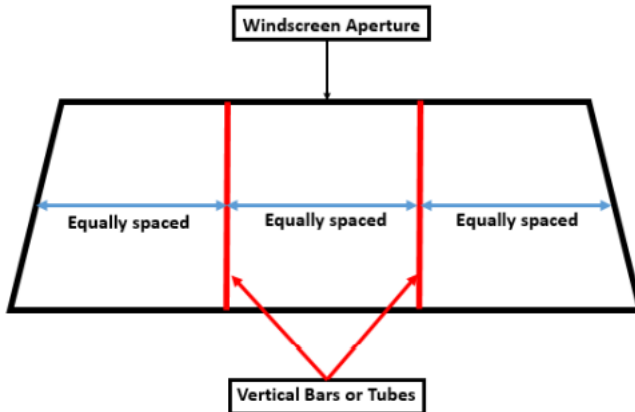
Exhaust Systems. All vehicles must have efficient exhaust system. A decibel reading of 98 decibels measured on the track under racing conditions will be enforced. The exhaust system must be isolated from the driver i.e. beneath the floor or if run inside the car, secured (for protection purposes) in casings of sound material. Inadequate / faulty systems or losing part of the exhaust while competing may result in disqualification. No cherry bombs.

Racing Numbers.

1. Racing numbers will be allocated when enrolling with a club.
2. Numbers must be displayed on both sides of the vehicle and may be of a contrasting colour, and as large as possible, minimum 10 inches high with a stroke width minimum of 1.5 inches.
3. The club prefix X must also be displayed before the number, minimum of 4 inches high (102mm) if intending to race at another SEGTO track.
4. All cars must have a roof fin fitted above the gutter line, not to the side of vehicle.
5. The roof fin must be white or black and be big enough to carry a solid black club prefix before the number, minimum 4 inches high, with a stroke width minimum of half an inch, and solid black / white numbers, minimum 6" (153mm) high and minimum stroke width 1" (25mm).
6. It is the drivers responsibility to ensure their vehicles prefix and numbers can be clearly seen to enable them to be lap scored.

Glass, Windows & Mirrors.

1. Vehicles must be fitted with adequate rear view mirrors; these should not be made of glass.
2. All glass windows must be removed from the racecar.
3. Laminated glass windscreens are not permitted.
4. Polycarbonate windows are not permitted.
5. There is a minimum requirement for two vertical bars or tubes of minimum 10mm diameter must be fitted equally spaced in the windscreen aperture. See diagram:-



6. A non-metallic window net must be fitted to the driver's side window aperture. It must start at "B" post and go forward on all vehicles.

Seats & Seat Belt.

1. The wearing of seat belts is compulsory under practice and race conditions.
2. Seat belts must be fitted for all seats fitted in a racecar.
3. Seat belts must be of the full harness type, with a minimum 5-point fixing.
4. Seat belts minimum width of 3 inches (75mm).
5. When using a non-racing seat the rear belts must be at 45 degrees to the seat back.
6. When using a manufactured racing seat with correct slots for the seat belts to go through, the rear belts may be at a maximum of 90 degrees to the seat back.
7. Seat belt fixings that are bolted through the floor must have a minimum sized plate washer of 3" x 2" x 1/8" (80mm x 80mm x 3mm) through which seat belt fixing bolt must pass. There should be a plate both sides of the panel, so the original panel is sandwiched.

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8. Original seat belt fixings points in saloons may be used, provided that the surrounding area is sound.
9. Seats in Hot Rods may be moved to any position required.
10. Seats in Juniors & Prod A must remain in or as near as possible to the original position.
11. Seats must not tilt, hinge or fold.
12. Seats must be bolted securely to the floor with a minimum of four fixing points.
13. It is recommended that strengthening plates be fitted between the floor and seat.
14. If runners are fitted to the seat, both halves must be bolted together.
15. Fibreglass seats are not permitted,
16. Proprietary Kevlar seats are permitted.
17. High back seats incorporating head restraints are compulsory.
18. It is recommended that alloy seats be supported just under shoulder strap holes.

SECTION SIX – Standlake Arena classes

1600 PRODUCTION RODS

Min age 17yrs – 16 with promoters consent

1. All cars to be absolutely of standard manufacture with no engine transplants or carburation mods. Cars up to 1600cc front wheel drive only. Fuel injection allowed. No four wheel drive.
2. Fuel injection may be changed to standard carbs within the manufacturers range.
3. No cambered wheels, or modified shock absorbers. Steel or alloy wheels not to exceed 6J. Standard road tyres only. No racing or competition tyres. No Hoosier or R suffix Yokohama tyres. Identical wheel size and tyre profile on a single axle when racing. No tyre gaiters.
4. No locked or limit slip diffs.
5. See Common Rules for further prep.

DRIFT RODS

Min age 17yrs – 16 with promoters consent

1. All cars must be rear wheel drive with no cc limit. Engine swaps allowed. No Pickups, MPV's, Yanks, 4 wheel drive or Limo's
2. Injection, Turbo / Supercharged allowed. Carb conversions allowed.
3. Limit slip / locked diffs allowed. Any size wheel or tyre.
4. Cars may Race or Drift.
5. Drift modified cars are permitted in the class, but will not be lap scored or qualify for championship points.
6. Any Drift Modified car must be identified with a D prefix before or after the race number.
7. See Common Rules for further prep.

**COMMON RULES APPLICABLE TO 1600 PRODUCTION RODS
AND DRIFT RODS**

1. All racing to be strictly non-contact with severe punishment for offenders using banger tactics.
2. Drivers will be graded according to their ability and results.
3. Fast cars suitable for short circuit racing only, no MPV's.
4. Races to be of a duration according to car numbers.
5. All cars to be of steel construction with sunshine roofs plated over.

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6. All interiors, mouldings and lights, to be completely stripped. Laminated windscreens may be retained, all other glass to be removed. Original fuel tank to be removed and replaced with a tank (maximum 4 gallons) incorporating a vent pipe through the floor. Steering locks to be removed.
7. Drift rods may retain original fuel tank if it is above or forward of the rear axle.
8. Drift rods may retain original windows, however these must be fully wound down while on track.
9. Full rollcage to Section 3 spec recommended. Minimum requirement is an adequate H frame securely bolted to floor and roof to form a roll cage behind driver. Bonnets maybe secured with 2 pins with R clips.
10. No metal bumpers, plastic bumpers may be retained. Drawbars to be completely removed. Strictly no armouring anywhere on car.
11. All cars to have full silencer system, i.e. resonator box and silencer. No cherry bombs. Noisy cars will not allowed to race.
12. Cars to have 4 wheel brakes at all times. If brakes fail, cars to come off. All cars to have 2 brake lights in rear window.
13. Radiators in original position, batteries to be secure and covered.
14. High backed seat including head restrainer to be solid and securely fastened.
15. Cars to be fitted with proprietary or approved 4 point min safety harness, securely bolted with large washers and plated to sound metal
16. Suspension may only be lowered by cutting or heating and squashing original springs. Drive shafts must remain standard to car used.
17. All race cars must be painted and maintained in a tidy and presentable race condition. Roof grades to be painted accordingly, whole roof or min 4" strip down both sides of the roof.
18. All cars to display race numbers clearly on doors and roof fins. Roof fins must be black on white or white on black.
19. All racers must present a suitable fire extinguisher at scutineering, the extinguisher must remain accessible in the racers pit area for the duration of the days racing.
20. All drivers must wear when racing, Fireproof overalls (Proban), gloves, Crash helmet which must have one of the following British Standard Numbers visible to the Scrutineer, BS 2495, 6658, Snell 70,80 & 90, EC22.05, P/J0511884 with visor and or goggles. Neck braces are also advisable. (Lace up neck braces must not be worn).

21. These rules are primarily for drivers safety, it is however impossible to guarantee drivers safety and all racers should realise they race at their own risk. It is recommended that all racers take out their own Personal Accident Insurance to cover them against injury whilst racing.

SECTION SEVEN – CONTACT RACING

F2 STOX

Min age 17yrs – 16 with promoters consent

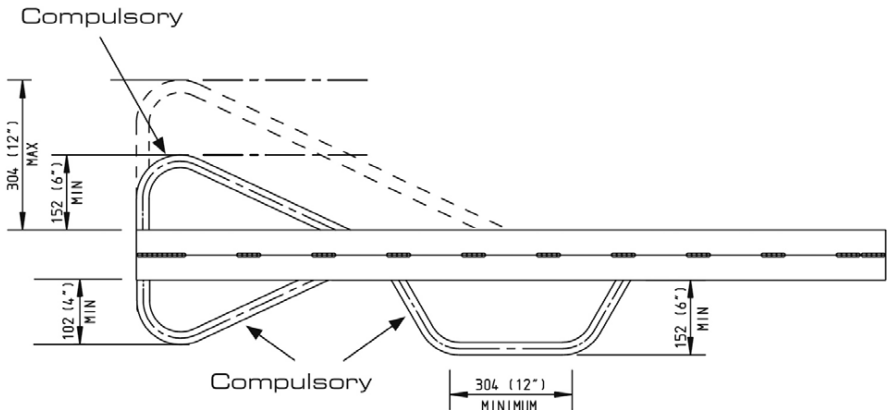
Any car built to Brisca F2 or Spedeworth Superstox up to the current specification is allowed.

The Following Safety Regulations will apply without exception:-

1. A solid floor **MUST** be installed in the driver's compartment (cab). The cab floor **MUST** extend rearwards beyond the front edge of the drivers seat (behind the drivers Knees).
2. A vertical side protection plate of 3mm **MINIUM** thickness steel **Must** be welded between The main (top) and lower chassis rails to cover the entire side area of the drivers foot well on **BOTH** sides of the car. A head rest must be fitted behind the drivers seat with a 3mm plate minimum thickness of 3mm x 6inch square.
3. A rectangular steel plate **MUST** be bolted to the base of the seat or welded to the chassis directly under the seat to protect the driver from the rear axle, differential and prop shaft. A steel hoop **MUST** be fitted around the prop shaft attached to seat plate designed to catch the prop shaft in the event of breakage.
4. Fuel tanks fitted outside of the main chassis rails **Must** be constructed of steel or Aluminium with a minimum 2mm wall thickness. The filler cap **MUST** be of a metal threaded screw type. The fuel tank **Must** have a breather pipe that prevents spillage in case of inversion. A one way valve fitted to breather is recommended. The fuel feed pipe **MUST** enter tank at or near to the top. The fuel tank **MUST** be securely fitted and **MUST** be protected from intrusion by an additional single steel plate or steel tubes. The tank **MUST** be positioned next to the chassis rail/ steel side plate with no gap between. Fuel tanks fitted behind the driver within the chassis rails may be of Aluminium providing that a steel plate is fitted to the rear of the car (minimum 3mm thickness) and that a securely fitted firewall is in place. Fuel cap and breather pipe must be as above. Fuel lines must be of metal or steel braided fuel hose.
5. The car **MUST** be fitted with front and rear bumpers constructed of steel. Both bumpers **MUST** be constructed with a flat surface 100mm (4in) deep. The **MAXIMUM** permitted bumper thickness is 30mm. The **MAXIMUM** permitted bumper width is 1675mm (66in). Bumpers are

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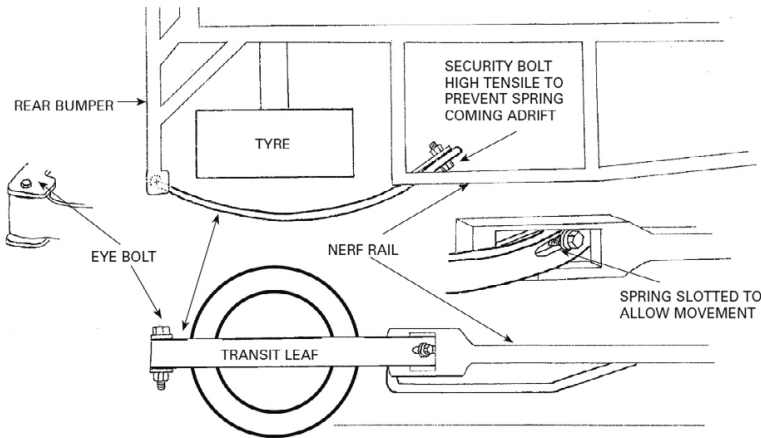
NOT permitted to protrude beyond the outside edge of the nerf-rails on either side of the car. Front AND Rear bumpers MUST measure 420mm (16 ½ in) +/- 25mm (1 in) from the ground to the vertical centre of the bumper face midway between the chassis rails with THE DRIVER IN THE CAR. Bolt on bumpers MUST have a minimum of TWO secondary fixings to prevent the bumper leaving the car should the mounting bolts break in an impact. Each secondary fixing MUST comprise of a steel chain made of MINIMUM 8mm thick diameter links and be joined by a shackle of similar size. The front bumper MUST be fitted with a central lower hoop to help prevent the car riding up over other cars. The hoop MUST have a horizontal centre section MINIMUM 300mm (12 in) wide and MINIMUM 150mm (6 in) deep from the underside of the bumper along the entire horizontal section. This hoop MUST be braced by 2 rear diagonal support struts. The front bumper MUST be fitted with a fence side UPPER hoop MINIMUM 150mm (6 in) / MAXIMUM 300mm (12 in) high from the top side of the bumper. The front bumper MUST also be fitted with a fence side LOWER hoop. This hoop MUST be a MINIMUM of 100mm (4 in) deep from the underside of the bumper. Sharp angles or tapers of less than 90 degrees that may cause tyre damage are NOT permitted on the bottom of this hoop. All bumper hoops MUST be made from steel with a minimum of 2.5 wall thickness and MINIMUM 25mm diameter tube or square.



6. A steel wheel guard MUST be fitted around the offside (right) rear wheel, from rear bumper to nerf-rail. The wheel guard MUST be bolted to its mounts at BOTH ends using MINIMUM M14 high tensile nuts and bolts. Weld repairs to the wheel guard are not permitted. If

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you have retained the original rubber bush on one end with the fixing bolt mounted vertically, Minimum size can be M12. Nearside (left) wheel guards are OPTIONAL but MUST be mounted as above.



7. Either Brisca F2 type wing's or Spedeworth Superstox aerofoils are permitted
8. The tyres that are permitted to race are:
AVON 7.3
Yokohama A-O21R,
Kingpin (185-70-13)
Spedeworth Hoosier Superstox Tyre
DMACK (types 195-70-13, DMG+1) A DMACK tyre must be fitted on the outside rear wheel at some Outlaw Tracks
9. The following engines are permitted for use:-
The Ford 2 litre SOHC NE type engine (FORD PINTO).
The Ford 1.8 litre Duratec (Engine Type 1.8L (M14)).
The Ford 2.0 Zetec engine .

These engines may be used in STANDARD form or MODIFIED as per the Technical Regulations for either BRISCA Formula 2 or SPEDEWORTH Superstox.

10. In the event of a competitors engine being sealed you will be required to state which regulation your engine falls into.

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11. ONLY the Weber 32/36 DGV or DGVA carburettor may be used with maximum sized chokes of 26mm and 27 mm.
12. The interchanging of the carburettor top from other Weber models is not allowed.
13. Differentials may be Limited Slip, Open or Locked.
14. Car must weigh minimum of 650kg to a maximum of 750kg without the driver at any one time.

STREET BANGERS (Mens & Ladies)

Min age 17yrs – 16 with promoters consent

All racers must pit in the bottom Pits for safety reasons and to assist the smooth running when recovering vehicles.

Cars up to 1800cc unless there is a specific limit at certain meetings. No Mondeos, Vans or Pickups. MPV's must check with promotion.

Contact limited to pushing from behind and spinning cars either way. Following into the Armco, jacking stationary cars etc is not allowed, offenders will be loaded up and banned from Street Bangers. Number of laps will be determined by the entry.

CAR ELIGIBILITY AND PREPARATION

1. Any 2 wheel drive Saloon, Hatchback or Estate car allowed, carburettor, injection or turbo. Gearbox and differential must remain standard. Fuel injection may be changed to carburettor. Engine & running gear may be changed within the manufacturers range.
2. All lights, glass, exterior trims, wheel weights and complete tow bars must be removed. Sunroofs must be plated with at least body thickness metal. Plastic Bumpers must be removed.
3. Dashboard removal is recommended. If not fully removed it must be removed as much as possible for drivers safety. Ignition switch must be accessible to driver and clearly marked ON/OFF. Steering lock removal is recommended, if retained the ignition key must be secured with a cable tie or wire loop to keep it near the switch.
4. Roll Cage - An H frame must be fitted behind the drivers seat to act as a roll cage and seat support. Minimum 4 bolt fixing to roof and floor to protect the driver in the event of a rollover. All bolts must have good sized washers and be a minimum of 17mm head bolts. All bars in close proximity to driver to be well padded.
5. No armouring whatsoever, except drivers door where a plate must be fitted, it must be of flat plate, 8" – 15" deep, minimum 10mm and maximum 25mm thickness. It must not extend forward of the front pillar more than 6 inches or rear of the back pillar by more than 12 inches. It must be secured with min 4 substantial bolts with large washers. At least 2 Bolts must pass through the pillars. Drivers door only may be welded.
6. A single passenger doorplate (12" x 12" max) may be fitted.
7. Bonnet may be secured with 2 overlapping plates with the bolts through the bulkhead, not the bonnet. Or rear gusset plates may be

STANDLAKE ARENA

- fitted, not too big and behind suspension turrets. Boot lid / Passenger doors must be tied / taped shut, no bolts, no plates, no ratchet straps.
8. Front end of cars must remain standard, no re profiling / cutting. No cutting back Focus rails. No changing bumper mounting bars between different makes.
 9. Front bumper iron may be welded to chassis legs using 8 x 1" stitch welds on each leg.
 10. No front engine or distributor protection allowed.
 11. Radiator / Steam tank - must be under the bonnet with breathers directed at the track. You may use a water tank instead of a radiator. The tank may be L shaped but must not extend over the engine or past the centre of the struts. The tank also must not extend down on the drivers side of the engine. Minimum 2 fixings, non pressurised and no Anti freeze.
 12. Engines may be solid mounted. Mountings can be no more than 2" in front of engine block though they may be moved to the rear of engine.
 13. Seat must be high backed, incorporate a headrest and be securely fastened.
 14. A fully approved safety harness (minimum 4 point fixing) to be fitted, bolted to the H frame or to sound floor i.e. Original mounting points or 75mm.x 75mm plates to be fitted under car as washers.
 15. Fuel tank must be of stout construction with no more than 3 gallons capacity. No motorcycle tanks. Tank must be fitted into the passenger footwell or incorporated in a proprietary H frame. All tanks must have a sealed filler cap and a breather from top of tank to discharge through car floor. Fuel taps optional but if fitted must be of good quality. Original fuel tanks be removed or punctured.
 16. Battery must be covered with rot proof material to avoid spillage, if in a vulnerable position under the bonnet it may be positioned inside the car in a securely fastened battery box, preferably in a box built into a proprietary H frame.
 17. Cars must have good working footbrakes at all times.
 18. Full / shortened exhaust systems must be retain an effective silencer box. Cherry bombs & empty CATS are not effective and are not permitted to be used. Cars exceeding 98 decibels may be black-flagged by the clerk of the course and will be expected to take corrective action.
 19. All drivers must wear when racing, Fireproof overalls (Proban), gloves, Crash helmet which must have one of the following British Standard Numbers visible to the Scrutineer, BS 2495, 6658, Snell 70,80 & 90,

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- EC22.05, P/J0511884 with visor and or goggles. Neck braces are also advisable. (Lace up neck braces must not be worn).
20. Maximum wheel size 6J. Alloy wheels must be fitted with the correct Bolts/Nuts. Tubes recommended, gaiters optional. Standard road tyres only, no competition or racing tyres.
 21. Race Numbers to be displayed on the doors in contrasting colours and on a minimum 6" white roof fin with black numbers or black roof fin with white numbers.
 22. All racers must have a suitable fire extinguisher accessible in the racers pit area for the duration of the days racing. Extinguishers must be maintained in top class condition.
 23. Unless there is a specific big team event no more than 4 registered racers cars may be painted in team colours at any Standlake meeting.
 24. Anyone adding illegal parts after having been scrutineered will incur a Standlake Arena ban.
 25. The only person allowed to race a car is the person named on the scrutineering sheet. Any change should be cleared with race control.
 26. Everything you bring to the track must be taken away at the end of the day especially punctured wheels; bumpers that fall off MUST be recovered and taken away.
 27. These rules are primarily for drivers safety, it is however impossible to guarantee drivers safety and all racers should realise they race at their own risk. It is recommended that all racers take out their own Personal Accident Insurance to cover them against injury whilst racing.
 28. Scrutineers and Promotion's decisions are FINAL.

TEEN STREETS

Age 13 - 17yrs.

No Teen Streets allowed to race until their 13th birthday and then they must be able satisfy the promotion as to their capabilities to handle their car under race conditions.

Birth certificate / Passport or proof of age is required when first registering to race at Standlake.

Upper age cut off date is August 31st.

If your 17th birthday is before August 31st you may:

Race in the seniors for the whole season.

Race in the Teen Streets but change to the seniors immediately you are 17 years old.

If your 17th birthday is after August 31st you may:

Race the whole season in the Teen Streets.

Change to the seniors when you are 17.

Proven racers may start in the seniors age 16, with the promoters consent.

All racers must pit in the bottom Pits for safety reasons and to assist the smooth running when recovering vehicles.

Contact limited to pushing from behind and spinning cars either way. Heavy contact, including, but not limited to following into the Armco & jacking stationary cars is not allowed, offenders will be loaded up and banned from the class.

Car Eligibility – 1300cc maximum engine size. Any car listed as suitable for Micro bangers will be eligible for Teen Streets with exception of MK5 Fiesta and newer, and Corsa D and newer. If unsure of car eligibility, please check with the promotion prior to the meeting.

Cars that are not suitable or permitted in the class, will not be allowed to race.

Car Preparation – cars to be built in line with Street Banger Rules however with the addition of a fabric window net on the drivers side door.

STANDLAKE ARENA

Bonnets may be secure above the strut top with an M12 bolt and 50x50mm square plate

Safety Equipment – it is mandatory for all racers to wear a neck brace in addition to the standard safety equipment listed within the Street Banger rules.

Drivers with no previous history of racing must be able to demonstrate an ability to control the car under race conditions. This can be done on a race day – in good time before the start of the meeting, or on select days prior to a meeting – please contact the promotion to confirm.

NATIONAL BANGERS

Min age 17yrs – 16 with promoters consent

All racers must pit in the bottom Pits for safety reasons and to assist the smooth running when recovering vehicles.

Banger racing is a full contact sport - These rules are primarily for drivers safety, it is however impossible to guarantee drivers safety and all racers should realise they race at their own risk. It is recommended that all racers take out their own Personal Accident Insurance to cover them against injury whilst racing.

BANGER RULES AND CAR PREPARATION

1. Deliberate driver side contact and central T bones to either side are not allowed. No racing the opposite way. No attacking on or off the centre green. No jacking stationary cars. These are all load up or bannable offences.
2. Any Saloon, Hatchback or Estate car allowed, carburettor, injection or turbo. Various cc limits apply at all meeting, please check fixture list for cc limits at each meeting.
3. No Pickups, No station wagon or off road 4 x 4 unless at a specified meeting. Car derived 4 x 4 (Sierra etc) are allowed. Large American and Chassis cars can only race in the Unlimited class. No Previa type MPV's or Imperial type American cars.
4. No Mondeos in Unlimited Bangers
5. Bangers built to National Banger spec allowed.
6. Sensible engine swaps are allowed, but not to enable a large car to race in a lower cc class.
7. Cars to be of metal construction.
8. Unless there is a specific big team event no more than 4 registered racers cars may be painted in team colours at any Standlake meeting.
9. Full exhaust / silencer system must be retained or fitted and every effort made to retain it during the days racing. No cherry bombs. Noisy cars may be black flagged and not allowed to race.
10. All glass, screens, exterior and interior trim, mirrors, lights, wheel weights and drawbar ball hitches to be removed. Dashboards to be removed.
11. Sunroofs - all glass must be removed and a sunroof should be covered with a single metal sheet and secured in at least 6 different places. A steel sunroof should have a plate bolted across it to stop it coming off.
12. No seam welding, or armouring whatsoever.

STANDLAKE ARENA

13. Cars with distributors / Cam belts in a vulnerable position may fit a small guard fastened only to the engine. 3mm max thickness.
14. Roll Cage - An H frame must be fitted behind the drivers seat to act as a roll cage and seat support. Minimum 4 bolt fixing to roof and floor to protect the driver in the event of a rollover. All bolts must have good sized washers and be a minimum of 17mm head bolts. All bars in close proximity to driver to be well padded.
15. A flat doorplate 8" – 15" deep, minimum 10mm maximum 25mm thickness must be fitted. It must be securely bolted with not less than 4 bolts & large washers, it must overlap A and B posts. It must not extend forward of the front pillar more than 6 inches or rear of the back pillar by more than 12 inches. 2 fixing Bolts must go through the pillars, Bolt thread inside the car must be kept to a minimum.
16. Doors, bonnet and boot lid to be securely fastened. Doors & boot may be tack welded with no more than 5 x 25mm tacks. Drivers door must be bolted or welded. Other doors may be secured with Max 12" x 12" plates. No more than 4 securely fitted bonnet bolts protruding not more than 4". No double bonnets or bumper tyres.
17. All water & coolant must be under the bonnet, steam tanks must be no further forward than the front of the engine and not fastened to the engine. The cooling system should be non-pressurised with an overflow pipe leading from the highest point down to the underside of the car. Antifreeze must be drained and replaced with water.
18. Seat to be secure, sound and supported by the roll cage. High back seat and head with restrainer are compulsory.
19. Batteries to be securely fastened and completely covered with rot proof material to avoid spillage.
20. All cars must have good working foot brakes, drivers must not race if brakes fail.
21. Diffs may be locked, tyres may be gaitered.
22. Petrol tanks must be of stout construction, of no more than three gallon capacity, carrying minimum amount for event. No motorcycle fuel tanks. The petrol tank must be securely fastened, as far as is practicable away from driver. Fuel lines must be secure and sound with no leaks. All tanks to have a sealed filler cap with a breather pipe from the top of the tank discharging through the car floor. Original tank must be removed or punctured with a large hole and must not be used or ballasted.
23. Ignition / Kill switch must be clearly marked and must cut the fuel supply.

STANDLAKE ARENA

24. All racers must present a suitable fire extinguisher at scrutineering, the extinguisher must remain accessible in the racers pit area for the duration of the days racing. Extinguishers must be maintained in top class condition.
25. Racers to display their race numbers on the doors and an appropriately sized roof fin, black on white or white on black.
26. Crash Helmet to BS 6658, Snell 70, 80 & 90 EC 22.05 P/J 0511884 standard.
27. Cars to be fitted with proprietary or approved 4 point min safety harness, securely bolted with large washers and plated to sound metal.
28. All drivers must wear overalls and gloves that are in good condition. It is compulsory you use Flame retardant Proban or higher specification material overalls. Neck braces and the use of flame-retardant balaclavas is highly recommended. Lace up neck braces must not be worn. Wet weather clothing must be worn as well as, not instead of overalls.
29. Cars may be re scrutineered at any time during the meeting, if it is felt they are unsafe they will not be allowed to race.
30. The only person allowed to race a car is the person named on the scrutineering sheet. Any change should be cleared with race control.
31. Anyone adding illegal parts after having been scrutineered will incur a Standlake Arena ban.
32. In the interest of the safety of the driver, racers presenting their cars for scrutineering and failing to comply with these rules may not be allowed to race.
33. **ALL WHEELS & TYRES & RUBBISH MUST BE TAKEN HOME.**
Cars may be left for scrap subject to the appropriate charge being paid / collected and cleared with Matthew, Pete or Keith.
34. These rules are primarily for drivers safety, it is however impossible to guarantee drivers safety and all racers should realise they race at their own risk. It is recommended that all racers take out their own Personal Accident Insurance to cover them against injury whilst racing.
35. Scrutineers and Promotion's decisions are FINAL.