Car = Only Right hand drive Mk1, Mk2 and Mk3 ford Mondeo hatchback or saloon cars are permitted.

Engine = Only the Ford 1.6, 1.8, 2.0. Silver and Black top Zetec E Engines are permitted

Exhaust = Any Ford exhaust manifold and down pipe, exhaust must end at the end of the centre tunnel, tail pipe is free, no performance silencers,

Inlet manifold is free

No Fuel injection, No turbos, no forced induction

Carburettor = Standard Webber 32/36 DGV or DGVA, no internal or external modifications, jets are free, chokes must not be modified to open together, cold start devices may be removed, needle valves must be standard,

Gearbox any standard ford gearbox, no locked diff, no LSD,

Rear suspension - axle must remain standard, no camber, stagger, caster etc, standard bushes, no polly bushes etc, springs are free

Front camber is free, standard suspension parts only or pattern equivalent, no performance or adjustable suspension, All camber and stagger achieved in bottom arm only on either or both sides, only the bottom arm can be modified, no other parts to be modified, no camber bolts, no small bolts, no elongated holes, springs are free.

Steering – steering rack must be in original position, pas or dry, must be standard apart from lengthening allowed on the near side only. Steering lock mechanisms must be removed. Steering wheels must be quick release removable

Any steel or alloy wheel maximum of 6j, no after market alloy wheels, no wheel spacers, all studs and nuts must be in place, no wheel weights,

Tyres = only permitted tyres are kingpin remould radial and the Valor, Technic remoulds made by kingpin and rapids also Nankan NA1, gaiters are not permitted, no tyre cutting, tyre buffing is allowed, no tyre softener.

Tyre sizes = 185/60/14 or 185/65/14 or 185/60/15 or 185/60/16

Wheels = Any steel or alloy wheel maximum of 6j, All models can run either a 14 inch or 15 inch or 16 inch wheel in steel or alloy, wheels are not allowed to be modified, all 4 wheels and tyres on a car must be the same size. no wheel spacers, all studs and nuts must be in place, no wheel weights.

Brakes – standard brakes only to be working on all 4 wheels, brakes may not be modified in any way. Brake lines may run inside under the car. Handbrake must be working, no ABS, no 4x4 parts, competition brake pads and pipes are not permitted. No grinding of brake calipers.

Hubs – Standard hubs only, hubs may not be modified in any way

Wheel base is free

BRAKE LIGHTS. All cars must be equipped with two separate brake lights one fitted to each side of the rear of the car in the top of the rear window aperture, A minimum of 762mm or 30” apart , lights must be of the anti-crash type i.e. fog lights, Brake lights, must be operated by depression of the car foot brake pedal only. Must be no less or no greater than 21 Watts in Power or the LED equivalent. The two lamps must be a minimum of 75mm or 3” & a maximum of 127mm or 5” in size, round or rectangular but they must be a pair. All brake lights must be red, Corsa C may use the original brake lights fitted to the car.

All glass must be removed

RACE NUMBERS. The drivers racing number must appear on both sides of the car. The numbers should be 300mm or 12” high x 50mm or 2” wide, on a contrasting background, which must extend a minimum of 50mm or 2” beyond the numbers. It is the driver’s responsibility to ensure that their numbers can be seen clearly to enable them to be lap scored

SUN VISOR. A Sun visor must be fitted with the drivers first name and last name written upon it.

IGNITION SWITCH. Key type ignition switches must not be used. Only lever operated or push/pull switches will be accepted and must be clearly marked ON/OFF. The driver must be able to reach these with harness on

ISOLATOR SWITCH. A battery master switch must be fitted in the rear left-hand window area and clearly marked “ON-OFF” or have an electrical danger decal, this switch must isolate every electrical item and circuit on the car.

A minimum of 2 mirrors must be fitted. An Interior mirror must be fitted, A drivers DOOR MIRROR must be fitted but its mounting must be of a shear or spring loaded type and it must not protrude beyond the extreme body width of the car. Drivers without these 2 rear view mirrors will not be allowed on the track. Glass mirrors must be covered in a clear plastic film to stop the glass fragmenting.

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

WINDOW NET.A window net with a maximum spacing of 76mm x 76mm is compulsory, this must be fitted with a quick release mechanism.

DRIVERS SEAT WITH HEAD RESTRAINT. You must have a Driving Seat with a head restraint, (support behind the head) this must be of a competition type. The seat should occupy its original position where possible and be suitably supported at shoulder height and on both of the sides and back, with a suitable framework or seat stiffener’s. The driver’s seat should be bolted or welded.

ENGINE STARTING. Starter motors must be fitted and be capable of starting the car at all times. The Driver must be able to reach the start switch while wearing harness

If it is not stated that it can be done, then it CANNOT be done.

COOLING. All water cooling systems must be kept within the confines of the engine bay and adequate measures provided to ensure the driver cannot be scolded in the case of a burst. Electric cooling fans may be wired to a separate switch and or thermostat. Interior heaters must be removed. No oil coolers, No steam tanks, Radiators only in original position

BATTERIES. All batteries must be covered with a non-metallic material and securely fixed so that they do not become dislodged in the event of an accident or incident.

FUEL SYSTEM. Tanks must not be fitted below the chassis rails of the car, the floor must not be cut in anyway to accept the tank, The Fuel tank be a minimum of 152mm or 6” away from the battery. Fuel tanks must be metal or FIA approved & fitted behind the driver but in front of the rear axle centre line. The tank must a have a maximum capacity of 9 litres and be of top feeding type. The tank should not be below the chassis rails so where a floor exists, 50mm diameter holes should be drilled for drainage purposes around the tank area. Fuel caps must be of a metal screw type, no push fit types are allowed. The fuel outlet must be from the top of the tank. The tank must have a positive means of fixing. A breather pipe must be fitted which should incorporate a one – way valve, with the pipe terminating below the tank so as to prevent spillage if inverted. The 1 way valve must be clearly visible in the car without removal of any parts, this is to allow scrutineers to check safely that a valve is fitted. All fuel lines must be inside the car and be metal or metal covered. A complete fire wall must cover the tank including the filler cap, All cars must only use fuel from roadside pumps as defined below. The use of any octane substitute or booster or additive is not allowed. 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). All pipes must be secured to prevent chaffing. A fuel tap marked on / off to be within easy reach of the driver.

SAFETY HARNESS. A full five point buckle release harness (including NASCAR type) with sub-strap must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended. The sub strap must be used at all times and all belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of Tube grip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. All seatbelt connection points must be visible and no belts 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. 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.

6

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. Tail straps should be horizontal to 200 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 advisable 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. 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 Noncontact Formulas, when perhaps a driver believes it is more unlikely that they will be involved in a serious crash, and they also believes that, if they are involved in a collision, the impact on their 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. Additional wrap around seat support at shoulder height. The safety of your seat will be judged by the Scrutineer’s and you will only be permitted to race when they are satisfied that you will be as safe as possible in any event.

FIN PLATES. Fin plates must be fitted above the roof line, but they should not be larger than 305mm or 12” by 559mm or 22” wide. Fin plate numbers must be 229mm or 9” high by 38mm or 1½” in width.

New drivers may paint a black cross on the rear of the car.

All new cars must be Safety Checked and Scrutineered prior to its first meeting. Arrangements must be made to bring the car along to a Stadium on the day of an event and then your car will be Scrutineered.

RANDOM CAR CHECKS. Checks will be carried out at any time on any part of the car, and regardless of the situation with other cars, decisions will be taken on the status of your car only. Cars, weights, Engines and Fuel will be checked on a random basis at any time at any meeting not just championship weekends and all drivers must be prepared to have their engines and gearboxes stripped for examination at any time. Refusal to allow the engine strip may result in a ban of up to one year from all formulas. Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension.

42. Safety Equipment.

43. Helmet. The following standard of helmet are permitted: FIA 8860-2004, 8860-2010, 8859-2015, Snell EA2016,CMR2007, CMS2007, CMR2016, CMS2016, SA2005, SA2010, SA2015, SFI Foundation 24.1, 31.1, 31.1A and 31.2A The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only. 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.

44. Neck Brace. Clean and un-torn Neck Brace, neck brace must be complete and the wrap around style and not the U shape style, forward head restraint can be used but must be to either FIA or SF1 standard. It remains the driver’s responsibility to ensure that their device is the correct size and fitting and used with a compatible helmet. It is also a requirement that a driver must be able to quickly exit from their car wearing the head restraint and helmet without the intervention of a third party.

45. Race overalls. Clean and un-torn Racing Overalls that are made of a fire-retardant material and are clearly marked fireproof. Overalls must be clean, drivers with oil, grease on overalls may not be allowed to race due to fire risk.

46. Balaclava. Clean and un-torn Fire retardant Balaclava clearly marked fireproof.

47. Gloves. Clean un-torn Fire retardant Gloves clearly marked fireproof.

48. Wet weather clothing is recommended for Drivers. If worn it must be worn in addition to, and not instead of the racing overalls.

49. RADIOS. All Drivers must have a race receiver radio on at all times on the track including practice sessions the frequency will be given to you to use. These will be tested before each time on the track. It is a good idea to carry spare batteries and headphones for them. Radios, batteries and headphones are for sale at the track. At any time leading up to practice and races drivers can request a test for their radios to save disappointment in the pit lane. If any radio commands are ignored by any drivers points will be removed. For all of the drivers and track official’s safety - If you do not have a radio or your radio does not work, you will strictly not be allowed on the track, no exceptions

BOOKING IN TO RACE. All Drivers must book themselves in via Facebook on the Junior rod page to be able to race, any cars that arrive not booked in by the Thursday night before race day will start from the back of the grid

52. Ready to Enter Track. Radios and transponders must be in for practice and races. Drivers must line up in the pit lane and on the grid in their graded points order unless told otherwise. Drivers that are not lined up in the pit lane in correct position will be sent to the back of the grid to start, any drivers that start ahead of where they should be will not score any points or trophies in that race, all roof grade champions must start at the rear of the Grid.

53. It is a strictly Non-contact form of racing any pushing, nudging, spinning or baulking of the other cars will incur penalties from the Steward of the meeting.

54. A race which is stopped before one quarter of the distance will be declared void and rerun. A race which is stopped after three quarters of the distance will be considered complete, and the final placings will be those existing at the completion of the previous lap before the Red flag was shown.

55. A race which is stopped between one quarter and three quarters of the distance must be allowed to continue whenever possible. Positions in the restart will be those existing immediately before the stoppage; the restart will be in single file, and drivers who leave their cars before or during the stoppage will be excluded from the restarted even.

56. It is your responsibility as a driver to ensure the whole of your car is completely past the car beside you before moving across the track. It is NOT the responsibility of the driver coming up beside you to brake and let you in, any contact in this situation will be the blame of the car moving across, for example if you are on the straight approaching a corner on the outside and you cannot move across the track without touching another car do not move across, if you move across and there is contact you will be punished not the other driver.

57. Any Driver seen blocking cars from overtaking them by moving across the track will have the points removed for that race (Drivers must not block). If a faster car is behind you, you must choose a line and stick to it. This will be watched very closely.

58. FLAGS. Flags as used by the Starting Marshall & Trackside Safety Staff.

Waved GREEN Flag – Go, the race is on.

Waved RED Flag – Stop racing, slow down & stop immediately.

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.

A BLUE Flag – This is shown to a driver who must hold his racing line. You may be holding up another driver who has been trying to pass you but is being baulked, or you are spoiling a race by holding up a pack behind you, by your driving style. Once shown the flag you must either hold a racing line on the inner part of the track or the outer part of the track, not weave between both. If after two laps you fail to obey this Blue Flag you will be shown a Blue &White Flag.

BLUE & WHITE Flag – Give up your track position, you have not taken notice of the Blue flags

BLACK cross on a WHITE board – You have committed an infringement and may be penalised in the results.

Waved BLACK Flag - You are disqualified, pull off the track immediately.

WHITE Flag with a RED Cross – Technical Disqualification, leave track immediately. Black crosses will be used for excessive contact and jumping starts, which may well result in docked places.

59. Decisions made on the track i.e. flags/docking etc are final, nobody is to approach anybody to dispute any decisions made by officials, decisions on the track will not be changed once made.

59. Decisions made on the track i.e. flags/docking etc are final, nobody is to approach anybody to dispute any decisions made by officials, decisions on the track will not be changed once made.

9

60. Drivers must never get out of their car on the track unless asked to by officials.

61. Nobody other than officials and drivers in their cars will be allowed on the track and or beyond the first track gate/fence.

62. After the heats, the winner should complete one extra lap and then pull up at the infield to receive their awards.

63. After the final event, the winner, second and third should complete one extra lap and then pull up at the infield to receive their awards.

64. Team tactics in the individual events will be subject to penalty the decision of the Stewards is final.

65. Any wheels passing over the demarcation lines or entering on to the grassed infield areas will mean that the driver will be penalised.

66. Points / Grades / Points and grades will be done between each meeting, grades will be done on average points, to avoid drivers missing meetings to drop grades. Silver and Gold roof fin drivers are not included in this. Drivers will start the first meeting they attend in 2020 in the start positing given to them at the end of the 2019 season.

67. If you win a race at a meeting you will start the remaining races on that day from the rear of your grade. Should you win another race at the same meeting – you will be automatically upgraded to the next colour up for any more races on that day and for the following meeting regardless of points and average points.

68. Drivers will only ever step up or down 1 grade at a time. A driver that has not attended a meeting between re grades will not change grade up or down.

If a driver arrives to race with the incorrect roof colour, they will start behind the gold start position. No acceptations.

70. 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 & also Mechanics, consuming large amounts of alcohol at meetings, which could affect their judgement or be detrimental to their health when medical attention is 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.

Vehicle weight – without the driver before or after races, minimum weight 950kg, extra weight must be internal steel plate of equal proportions on both sides and front to rear of the car, ie if 10kg is fitted in the front off side footwell then 10kg must be fitted in the nearside front footwell, bolts of the same size and material must be used to fit the plates, and the bolts and nuts must be welded.