

2024 BUXTON 1600cc OPEN RODS CAR CONSTRUCTION RULES AND REGULATIONS

Note: All changes for 2024 marked in RED

INTRODUCTION

1600 Open Rods have evolved from RookiRods of past years, this formula is designed for all drivers wishing to take part in a low cost STRICTLY NON contact formula.

NOTE: 1600 Open Rod racing is individual racing for points. **No team racing is allowed and neither are team colours** (cars painted the same or similar will be classed as team colours). **Team names are not permitted.**

Please refer to Section 21 "General" regarding racing lines and mechanical defects.

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and regulations the principle will always be: **Unless these rules state you can do it, you CANNOT DO IT.**

Unless permission is specifically granted to make modifications, or any variation, nothing may be done to alter or change in any way the standard Parts. Any requests must be made in writing to the Raceway Office, which will be presented for consideration by the Board of Control. If, in the interest of the formula a change is appropriate, notification will be given via the newsletter, pending formal inclusion in the Rules at the next up-issue.

Cars, Engines and Fuel will be checked on a random basis and all drivers must be prepared to have their engine stripped for examination at any time. If the driver does not have the expertise to do it, then he/she must provide someone to do it for them. 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. All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited. It is the driver's responsibility to check the legality of his or her own car prior to competing.

NB: Drivers are reminded that scrutineer checks can be carried out at any time. If parts are suspected of being illegal, make sure you leave them with the promotion if you do not agree. If you refuse it will automatically make the parts illegal. It is the responsibility of the driver to prove to the promotion that the part is legal by the way of written proof of where the part originated. This must be done within 7 (seven) days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

SCRUTINEERING

Arrival at the Raceway is required minimum 1 (one) hour before the advertised start time to allow scrutineering to be carried out. You need to present your car to the scrutineering area to be checked, as soon as possible after arriving at the raceway, having first signed in at the Pit Office.

The driver must accompany the car complete with race licence, helmet, race overalls, fireproof gloves, neck collar, and fireproof balaclava. These items are listed in Section 17.

All drivers must attend the driver briefing prior to the start of racing [when requested to do so], wristbands MAY be issued to drivers to show they have attended and these will be checked as drivers go on track.

Golf Ball System: Drivers will be asked when entering the track for a Heat race or Final race to pick a random Golf Ball from a bag, there will be ten golf balls and one will be coloured, if the coloured ball is picked you are required to attend post race scrutineering – when exiting the track you MUST

DRIVE DIRECTLY TO THE SHED WHERE CHECKS WILL BE CARRIED OUT ON YOUR CAR TO ENSURE COMPLIANCE WITH THE RULES.

Drivers arriving late for scrutineering may still be allowed to race but will have to start at the back of the grid and will not score any points that day. This will also be the case for drivers who arrive but have not booked in by the required deadline of Tuesday midnight prior to race day. Drivers who book in to race but do not arrive, and do not cancel their booking will start from the back of the grid in all races at their next meeting and will not score any points at that meeting. . If your roof colour is incorrect, you will have to start all your races from the back of the grid and will not score any points until your roof colour is corrected.

1. CARS ELIGIBLE

Two Seater cars are not permitted.

Any steel bodied, right hand drive saloon / hatchback car up to 1600cc "as manufactured". See below. No Ford models are permitted in 1600 Open Rods.

Citroen Twin cam engines are not allowed. - See Section 6

Single Cam 16 Valve Engines are allowed - See Section 6.

Front or rear wheel drive cars are permitted. Four-wheel drives are NOT permitted.

Estate cars and vans are not allowed, nor are diesels.

~~(See also Section 6. Engines) if in doubt contact the Raceway Office to check~~

~~Cars with Fuel Injection ARE now allowed in 1600 Open Rods but subject to all Fuel System and Electrical System criteria being met. See Sections 6, 9 and 12.~~

2. PREPARATION

Remove all exterior headlamps/rear lamps/door handles.

Remove all glass, interior trim, dashboard, head linings, door linings, floor coverings, passenger seats and all other non-essential flammable material.

All window mechanisms must be removed.

It is recommended that all obsolete wiring be removed.

Remove spare wheel carriers and tow bars if fitted.

Head/tail lamp apertures may be plated over (welded / riveted) and painted. Original one-piece plastic bumpers may be retained provided securely affixed without protrusions (i.e. use mushroom / countersunk headed bolts

Standard cosmetic grilles may be removed and replaced with steel mesh / drilled alloy sheet to protect radiator. No other protection is allowed.

The driver's door may be left operable on its standard hinges for entry/exit, but must have a secondary SPRING LOADED locking device i.e. shoot bolt to the satisfaction of the Scrutineer.

All other doors must be welded shut (1" in 4") or bolted shut (2 x M10 bolts). This includes tailgates / boot lids which must NOT be removed. Doors may not be secured with ropes and / or chains.

Internal door protection must be fitted door bars are to be part of the roll cage

No additional welding is permitted.

3. BODYWORK

- "Stock Rod" style arch and sill extensions are permitted, these must protrude no further than 60mm from the body in each given area.

- Standard external door mirrors must be fitted drivers side and are optional but advised on passenger side..

- For safety, the glass must be taped to the housing. Mirrors MUST be fitted inside.

- Doors must not be folded down.

- A hole (round or square) must be cut in the bonnet near to the carburettor [or inlet manifold] to enable a fire extinguisher to be used without the need to open the bonnet. Minimum size 2". Maximum size 6",

OPTIONAL: An air scoop may be used on the bonnet, which doubles up as (but not in addition to) the fire extinguisher hole. To minimise risk to track and medical staff, this must have no sharp edges or corners nor be greater than 2" above the bonnet line. It may be up to 6" square.

- Bonnets may be secured with up to 4 bonnet pins, (2 front, 2 back). The pins shall be ½" (12mm) maximum diameter and 1 ½" (38 mm) long maximum above the bonnet. These bolts must not pass through

the chassis or be attached to the suspension bed. Front bolts must go through the slam panel or the inner wings. Front bolts must be no further forward than the slam panel. Maximum size of washer is 1½" x 1½" x ¼". (38 x 38 x 6 mm)

- Triangular corner plates may be fitted between the wing top and scuttle. These must be a maximum size at the wing top or scuttle of 5" (120 mm) and a maximum thickness of 1mm.
- A post must be fitted into the front windscreen area from the bulkhead to the top of the opening to prevent a stray wheel from entering the drivers compartment, this post may be part of the roll cage, the drivers side may have steel mesh in the aperture.
- Sunroof apertures must be plated over (riveted or welded) with sheet steel - minimum thickness 1 mm.
- Boot spoilers may be fitted if standard to the car.
- All holes in the front bulkhead must be filled to provide a firewall between the engine and driver.
- No welding for strength. No armouring. To prevent passive rear end damage, you may fit a steel tube (1 ½" diameter max) horizontally, across the inside of the boot, at bumper level. Welded to each end of this, going forward to the rear suspension turret shall be a piece of steel tube also 1 ½ " diameter max. This item is equally acceptable made from one piece of tube of the same diameter with appropriate bends.
- Bright colours for bodywork are requested and a good overall appearance which must be maintained during the season. No team colours permitted. Cars may be sign written, cars with any offensive words will fail scrutineering.

The words "Buxton Raceway - Thrills in the Hills" is expected somewhere on the car. [or the website address www.buxtonraceway.com]

The whole roof * shall be painted according to the driver grading and at least one flashing amber light fitted for Superstars. (*See also Section 19 - Racing Numbers) These flashing lights should be normal indicators (side repeaters) only and must be working. No rotating beacons. LED Lights are permitted.

The reigning Points Champion shall paint their roof Silver and may (optionally) use #1 instead of their usual race number.

The British Champion will paint their roof Black and White Chequered.

The Gold Top champion must paint their roof Gold.

A roof fin shall be fitted to each side of the car at gutter level at the top of the rear "C" pillars. (Not a single fin mounted in the middle of the roof). Each fin shall be a 12" x 8" rectangle (A4 paper size) mounted horizontally, painted white with black numbers 6" high x 1" brush strokes. The plates shall be securely welded or bolted in place.

Any bumper may be used which fits safely to the car and is not detrimental to the overall appearance. However, bumpers may not have over-riders or any similar features added to them (whether original manufacturer's or home made), which would be considered to be armouring or for the use of deliberately pushing a competitor's car during a race.

Cars MUST be tidy and well prepared and maintained as such, the words "1600 Open Rod" must appear on the N/S

SCRUTINEERS MAY FAIL CARS THAT ARE NOT IN A CLEAN & TIDY CONDITION

4. SUSPENSION

No competition dampers, no adjustable platforms. However standard aftermarket shocks are allowed ie Bilstein B4

The lower cup may be moved but once moved must be fixed in position.

Aftermarket lowering/coilover springs may be used.

No adjustable coilovers.

Standard Springs may be cut or heated to lower.

Wheelbase of cars must be within +/- 1" from one side of the car to the other. To be clear, this means the distance between centre of front wheel and centre of rear wheel on one side of car must be within +/-1" of the same dimension on the opposite side of the car .

Repairs to damaged cars can be carried out by patch plating after cars are pulled straight but ONLY steel of the car body thickness may be used otherwise this will be considered to be illegal armouring.

Camber may be altered to improve car handling on both front wheels BUT NO CAMBER ON REAR WHEELS. Re-drilling of chassis/suspension components is permitted to achieve the required level of

camber. No lengthening of drive shafts.
The use of a strut brace is permitted.

5. ROLL CAGE

A full roll cage [minimum 6 post] is the only type of roll over to be used, no H Frames.

This must be constructed of minimum 1¼" (32mm) (3mm wall thickness / 10 gauge) square or round section tube.

The cage shall consist of two hoops: one behind driver and one in support of the windscreen with connecting bars in the roof.

All four uprights must have a steel plate on the base bolted to the floor no less than 100mm square min, 3mm thick.

Two chicken bars must be fitted to the roll-cage on the driver's side and ~~one~~ **two** on the passenger side, **the chicken bars MUST have 3 supports between each bar on the driver side, and two supports on the passenger side. See image below of the door bars in bold black.**

A horizontal bar must be fitted across the roll cage pillars at shoulder level behind the driver and at the scuttle panel.

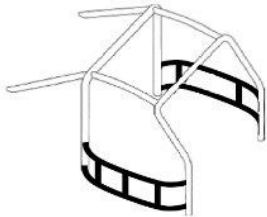
This bar must be a minimum size of 2" x 1" or 1½" x 1½" or tube equivalent.

All roll cages must terminate within the vehicle.

The cage may be extended to form a six-post roll cage by addition of diagonal tubes from the rear hoop down to the rear suspension area. Size and grade of material must be the same as the rest of the cage specified above.

@ @ Two bars may go to the front strut from the front roll bar post.

Door Bar and uprights example:



Door Bars and uprights are in **BOLD BLACK**

6. ENGINES

1.6 8V Engine Rules

Honda Civic Engine parts may be interchanged with other Honda Civic Engine parts up to 1600cc **single cam**.

Peugeot 106 and Citroen Saxo Engine parts may be interchanged with other Peugeot 106 and Citroen Saxo Engine parts up to 1600cc.

Up to 1600cc, "as manufactured". An overbore up to 1.5mm is permitted on the minimum standard bore.

Air filters may be removed, aftermarket filters are permitted.

Only standard engines fitted to a particular make & model permitted. ~~Twin-cam engines are not permitted.~~

No transplants from one manufacturer to another.

16 Valve engines may be used ~~but must be single cam.~~

~~Fuel Injection may be used subject to complete compliance of these rules, particularly Sections 9 and 12.~~

Injected cars **must** be converted to conventional carburation [see section 8]

No turbochargers or superchargers allowed

No diesel engines.

The engine must be fitted with a metal catch tank of 1 litre minimum capacity connected to the engine breather system..

~~ONLY standard ECU's are allowed.~~

~~Standard injectors, standard fuel rail, and standard pressure regulator, if the car is fitted with an adjustable regulator it must be set to manufactures spec and sealed.~~

The Citroen 16v bottom end may be used with the 8v cylinder head.

1.6 16V Engine Rules

The bottom end must be as per the 8v rules. Piston size bore and stroke must also be the same with either an 8V or 16V bottom end permitted. 16V head with standard valves and genuine cam shafts are to be used only.

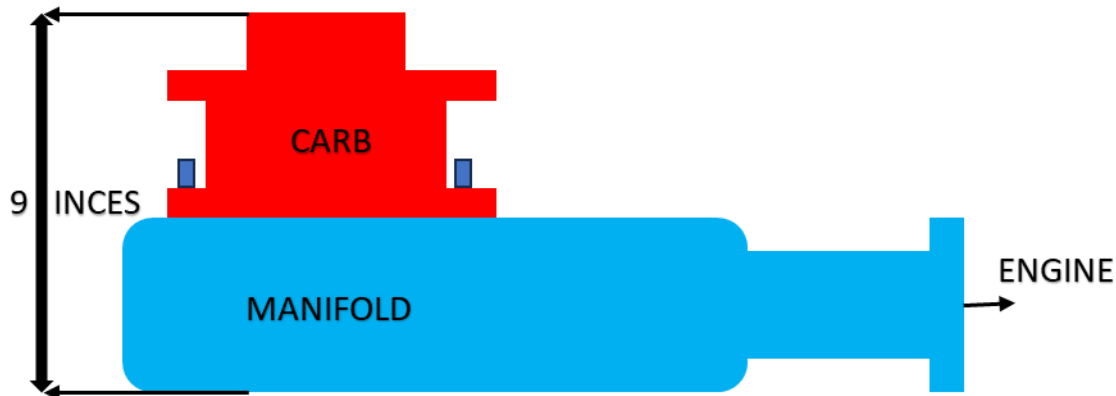
No porting or polishing of any components. The inlet Manifold can be either bought or homemade. Carburettors 32/34 DMTL Webber is the only carburettor permitted. No injection engines allowed.

Air and fuel jetting is allowed. Ignition is open i.e. Nodiz Omex and Standard ECU.

The crankshaft sensor must be standard or pick up off genuine flywheel only, such as 1.6, 1.4 or 1.1 flywheel. No after-market crank pickups are allowed.

The exhaust manifold must be cast original not 4 branch. The downpipe must be standard as 2 into 1, after the system is free.

The carburettor and manifold maximum height is 9 inch from the base of the manifold in line with the carburettor to the top of the carburettor as per the diagram below.



7. GEARBOX/DIFFERENTIAL

Must remain as manufactured

Honda Civic Gearbox and parts may be interchanged with other Honda Civic Gearbox and parts up to 1600cc.

Peugeot 106 and Citroen Saxo Gearbox and parts may be interchanged with other Peugeot 106 and Citroen Saxo Gearbox and parts up to 1600cc.

No Limited Slip Diffs Allowed.

Diffs must be standard [open type] or the differential may be welded.

The STANDARD Flywheel may be lightened by way of machining, however no drilling or holes to be added [aftermarket or billet flywheels are NOT ALLOWED]. **MINIMUM WEIGHT IS 4KG**

The Scrutineer MAY request an inspection hole (typically 1" to 2") be cut in an appropriate part of the bell housing in order to check internal components. The driver must be prepared to allow this (or remove the engine for the clutch / flywheel to be checked). As with other Scrutineer's requests, failure to comply will deem the car or components illegal.

8. CARBURETTOR

As manufactured / fitted to the particular make / model.

[If using Honda Civic] Up to 1600cc Carbs may be fitted from any Honda Civic, if not 100% sure please phone the office to check before bringing your car to the track.

Cold start devices may be removed.

Re-jetting is permitted.

@@ Any driver wishing to use a Vauxhall in this formula on Carburettor to contact the office for carb sizes as we are currently testing them.

@@ Where engines have been converted from injection to carburettor an adapter plate may be used to allow correct fitment of carburettor manifold to the head. This must be a maximum thickness of 30mm and the port hole must stay the same size as the cylinder head and must not be funnelled in any way.

The only carburettors allowed in these cases are the Solex Z2 twin choke **(the only ones permitted are 32/32 or 32/34 or 34/34) and the 32 34 DMTL Webber carb.**

9. FUEL SYSTEM

The original fuel tank must be removed and replaced with a fuel tank featuring a fuel outlet at the top of the tank, a secure screw-on metal cap **with a rubber 'O' Ring** and a breather, which must terminate below the bottom of the tank. The maximum capacity is 3 gallons.

It must be fitted behind the B pillar in front of the rear struts, either behind the driver or rear passenger seat area.

The tank itself must be completely enclosed. But if requested by scrutineer this enclosure must be removable to check tank.

IMPORTANT A non return valve must be fitted to the fuel tank breather pipe.

A mechanical shut off tap must be fitted within easy reach of the driver when belted in. The shut off tap must be clearly marked "ON/OFF".

An electric fuel pump may be fitted to a car with a carburettor but it must be wired to the main cut off switch and not directly to the battery. If the car has Single Point Injection, then the appropriate "Facet" type pump must be fitted, which again must be wired to the main cut off switch and not directly to the battery. All pump installations must be to the absolute satisfaction of the scrutineer.

ALL FUEL LINES MUST BE ROUTED AWAY FROM ELECTRICAL WIRING.

Fuel pipes must be metal or metal covered (braided).

Flexible non-metallic fuel lines may be used to connect metal fuel pipes to carburettor and fuel tank (maximum length 6" (150 mm). In all cases, fuel lines shall be securely clipped to prevent damage (or being tripped over)

It is recommended that the some allowance for movement of the fuel lines should be made in the event that the car body shell is distorted which may cause damage to the fuel line. (E.g. kinking)

In case of fuel spillage inside the car when re-fuelling, drain holes must be present in the floor and/or rear seat area (dependent on location of tank) to prevent fuel pooling. Minimum hole size 1/2".

Only standard pump fuel up to and including 100 octane rating is permitted. (Unleaded, 4 star or LRP).

No Avgas (aviation fuel). No special mixes or Methanol blends, Nitrous Oxide or octane boosters are permitted.

~~Multi point injection can be used with a return back to the tank or a t-piece fitted in the fuel line between the fuel tank and the fuel pump but the electrical isolation switch (cut off switch) must be fitted in the N/S/R window area of the B post, for easy access of Safety Marshall's.~~

10. COOLING SYSTEM

Radiator must be fitted in original position.

No steam tanks allowed.

Thermostat may be removed.

No heater matrix permitted inside the car. If retained, the original matrix must be relocated under the bonnet.

No additional oil or water coolers permitted, except as originally fitted by the manufacturer.

11. EXHAUST SYSTEM

No car will be allowed to race without an exhaust system

Only standard manufacturer's CAST manifolds (including four branch if CAST) are permitted.

No fabricated manifolds are allowed.

The down-pipe must be standard but the rest of the system is free and must be suitably silenced in cases where the catalyst converter is on the down-pipe, this can be removed.

The exhaust must have at least one silencer box.

The exhaust may NOT be routed through the car interior.

The system must terminate towards the rear, not the side of the car. (It is not essential for the system to terminate AT the rear of the car).

All drivers must be aware that if your car is above the required noise level you will not be allowed to race. The Stewards decision is final.

12. BATTERY AND ELECTRICAL

- **The battery must be moved to the rear seat area, it must be covered with a leak proof material to prevent the spillage of acid.**

Gel Type or Dry Cell Batteries are permitted and may be fitted behind the drivers seat either on the floor or on the rear passenger seat base area.

All wiring must be fully insulated.

As a general rule, all unnecessary wiring (lighting, ancillaries, etc) shall be removed where possible. Essential wiring may remain (e.g. engine management in the case of injected cars) but these looms should be secured neatly to prevent any fire and/or trip hazard.

An electrical cut-off (battery isolator) switch must be fitted to the R/N/S corner of the car and be suitably marked ON/OFF. This should interrupt the cable running from NEGATIVE battery terminal to chassis. This is a requirement of the Oval Racing Council (ORCi).

Alternators are permitted, but if fitted must be wired via an FIA kill switch, this kill switch MUST kill the engine when turned off.

An electric fuel pump may be fitted but it must be wired to the main cut off switch (isolator). An additional switch must also be fitted within easy reach of the driver when belted in.

The use of a rev counter and other such instruments is permitted.

Electrical starters must be fitted and be in working order.

Two stop/brake lights must be fitted onto the rear parcel shelf or window aperture and a minimum of 30 inches apart facing rearwards.

Lamps must be in working order and must be operated by the standard stop light switch as fitted to the particular model of car. No other switches or modifications to switches to be made. Bulbs to be of 21-watt intensity. LED Type lights are allowed. **LED Strip lights are allowed but minimum 300mm**

For round type lamps: minimum 3" (75 mm), maximum diameter 4" (100 mm).

For square type lamps: minimum 3" (75 mm) square maximum 4" (100 mm) square.

Electrical wiring and petrol pipes must not be run side by side i.e. when running parallel through the car interior. They should take separate routes as far away from each other as possible but as a minimum 12" (300 mm) apart.

13. BRAKES

Must remain as manufactured and working on all four wheels.

No Bias Braking systems are allowed

The handbrake must be in working order.

14. WHEELS & TYRES

Any standard steel or alloy road wheel is permitted subject to the following:

SIZES

Maximum rim width 6 inches.

Tyre width up to 195mm.

Minimum tyre profile 50 (higher profiles may be used).

Only 13" or 14" or 15" diameter rims and tyres allowed.

Front and rear axles may be different from each other. (e.g. 14" front, 13" rear) .

On a particular axle, the same diameter, offset and width of wheel must be used.

On a particular axle, the same size and profile of tyre must be used.

MARKINGS

All tyres must have markings in the conventional format consistent with standard road tyres. These markings with respect to width, aspect ratio, construction, diameter, load index and speed rating must be in the format E.g. 165/70R13 79T. Any other format is NOT acceptable.

Any tyre with buffed markings will not be accepted.

New tyres must display the "E" mark as per EEC regulations

Retreaded/remould tyres must display the BSAU144 mark.

GITI GTR2 195-50-15 tyres are allowed

EXCLUSIONS

No competition tyres of any kind whatsoever, or any tyre not designed specifically for road use.

No rally type or off-road tyres. (although standard road tyres designated as "mud and snow" marked "M&S" or "MS" are permitted

No Toyo Proxies (R888), Avon 7.3's, Avon Turbospeed, Yokohama's, Colways (except road remoulds), knobblies, or slicks. Nankang NS2R, Federal 595RSR

GENERAL

Hubcaps and wheel trims must be removed.

All balance weights must be removed.

NO wheel spacers are allowed.

It is strongly advised that drivers do not take to race meetings any other wheels / tyres which are deemed outside the rules for the avoidance of doubt.

Note: The Promotion reserves the right to review the regulation relating to wheels and tyres at any time.

15. DRIVER'S SEAT

A seat with a head restraint must be fitted. The seat must be securely fastened at shoulder height to the cross bar or to the rollover bar and bolted securely to floor. Racing seats are permitted. Homemade seats are not allowed. At any point during a meeting the safety officer can refuse you to race if your seat is not secured properly or the fixing are rusted/ corroded.

16. SEAT BELTS

A 5 Point safety harness must be fitted and must be anchored on at least four separate anchor points. (No homemade harnesses are allowed).

Minimum width of harness straps is 3" (75mm). Width of crutch strap must be minimum 1-1/2" maximum 2".

It is recommended that the shoulder straps be anchored to the roll cage at shoulder height,

The seatbelt anchoring's are NOT to be in the original rear seat belt points to prevent the straps becoming loose in the event of a rear end collision.

It is recommended that safety belts comprising of separate shoulder, lap and sub-straps be fitted.

The crutch strap must pass through the seat base and be anchored rearward of the leading edge of the seat base.

The sub-strap must be used at all times and all parts must connect to the quick release buckle.

In the case of the NASCAR Lever Latch buckles it is advisable to fit a secondary means of detent to protect overall sleeves accidentally unhooking buckles during racing.

A small section of tube grip elasticated bandage slid over the hook buckles serves the purpose.

It is strongly recommended that once involved in a serious accident, the harness should be discarded and replaced. The harness manufacturer's instructions must be followed regarding this issue. In case of any difference between the two, the manufacturer's instructions shall take precedence.

Shoulder pads are strongly recommended.

17. HELMETS & SAFETY EQUIPMENT

The national ORCi Safety Equipment Specification is now the place to find central, up to date info on what safety items you need. Find it at <https://t.ly/QtHoP>

Fire Extinguishers

A one kg Dry Powder gauge fire extinguisher is highly recommended and if fitted, should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed.

All tow vehicles must carry a minimum of a 2 kg fire extinguisher, dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refuelling.

18. RACING NUMBERS

@@ Your racing numbers MUST be displayed on both front doors in BLACK numbers (16" high x 2" wide brush strokes) on a white panel, with at least 2" of white border showing around the numbers. Your racing numbers must appear on the roof fins on each side of the car to aid lap scoring Banger Type roof fins are not permitted. These must be 6" high x 1" brush strokes black numbers on a completely white background. See section 3 BODYWORK for dimensions of roof fins.

The whole of the roof may be painted according to the driver's grade colour with a minimum of the front 12 inches. If your roof colour is incorrect, you will have to start all your races from the back of the grid and will not score any points until your roof colour is corrected.

In the case of the doors, the rest of the door may be painted in line with the car's colour scheme.

If racing numbers are not presented as above, you will NOT be lap scored.

19. DRIVERS ELIGIBLE

Each driver is only permitted one car per meeting in 1600 Open Rods and each car is only permitted one driver per meeting.

In the interests of avoidable accidents, new/novice drivers must have a large black cross on the back of their car and start their first two meetings from the back of the grid behind the superstars. After this, the Promoter's discretion on starting grid position will then apply. The black cross is to be removed when starting from a driver's correct grading position.

20. PENALTIES

A driver that has caused deliberate light contact will receive the Warning Flag [Black Cross], a second offence at the same meeting the driver will receive the Black Flag and be loaded up for the day, should you receive a Black Flag in the final you will automatically miss the next meeting.

21. GENERAL

@@ 1600 Open Rods will score points [Tier 2 in the General Rules Book] and explained as follows:

Heat / Allcomers races: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

Final / Championship races: 20, 18, 16, 14, 12, 10, 8, 6, 4, 2

Grading will be worked out using drivers Average Points.

If a driver has scored points in a heat he will score double heat points in the final. (ie 20 – 2). If a driver has not scored in a heat he will score single heat points in the final. (ie 10 – 1)

30 Point Rule

If a white, yellow or blue grade driver scores 30 points or more in any one meeting they will be automatically up graded by one grade for the next meeting.

Whites & Yellows Championship

Drivers will score points while they are at either of these grades, a monthly chart will be produced, the Whites and Yellows Grid will be a race based upon points scored, in graded order, with the highest point scorer starting at the front of their respective grade.

British and Gold Roof Championships will be the first race of the day, followed by a regular meeting

format [subject to cars]

Championship Starts: we will trial Rolling Starts on Championship races.

Golf Ball checks will be in effect more this season with each driver picking a ball on their way on to track. If you pick the red one following the conclusion of that race you should go straight to the shed for checks, failure to do so will result in you being disqualified from the meeting.

TRANSPONDERS

Open Rods require to have an AMB/MYLAPS Transponder for lap timing purposes, the type required should be Red or Yellow Car or Karting type, please see website Rules page for details of what types are compatible and how to mount them. Subscription ones need to be activated before use. Please have Tx fitted for practice so we can check it works. **See website Rules page for Info on what types are compatible.**

RACECEIVERS

In all formulas [except adult Banger formula's] drivers must have a RACEceiver device fitted, The RACEceiver device for Drivers is being mandated at ORCi tracks all over the country. This small communication device is revolutionising the industry, making the sport safer for both the drivers and officials. It saves time by allowing officials to talk to all the drivers at the same time and lets you get on to more racing. The officials can warn drivers about accidents or debris on the track and to ensure the correct driver is excluded should a black flag be needed.

Suggested Raceceiver is the RACEceiver Fusion+ available at many outlets on the internet, they do not come with earphones, so you will need to supply a set of in-ear earphones with a 3.5mm plug.

You will be told at the drivers briefing which channel will be used.

STARTING POSITIONS

Drivers must start in first come first served positions on the grid in their correct grade (where applicable) at all times.

Special dispensation to start at the rear of the grid will be made, only on application to the steward, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the steward's discretion.

All race winners (where applicable) must start at the back of their grade for each subsequent race in any meeting.

Championship Winners [Points/British/Gold Roof ONLY] will also start at the rear of the Super Stars [when cars are graded] in standard races [Heats/Final/Allcomers/Peaks Ch'ship]

The onus is on the driver to take up this grid position and two places will be docked by the steward for each position out of the correct starting order, occupied at the start of the race. Championships with specific race formats will supersede this rule.

Number of racing laps is: Normal Heat 12 laps. Final Race 15 laps.

If there are less than 10 cars then laps may be reduced and if high they may be increased. This is at the discretion of the promoter/steward.

Maximum number of cars per heat will be 24 subject to the discretion of the Steward / Clerk of the Course. 1/3rd - 2/3rds format will be adopted thereafter.

When overtaking a vehicle on the same lap, it is your responsibility as a driver to ensure the whole of your

car is completely past the car being overtaken before taking the racing line. It is NOT the responsibility of the driver already on the racing line to brake and let you in. Such offences will be penalised.

Many different types of mechanical problems - damaged suspension, tyres, ineffective brakes, etc, have caused incidents. If your car is not handling properly or suffering such problems, you should pull off to the safety of the centre green as soon as possible to avoid danger to other competitors and/or damage to other cars (including your own!).

ALL races (heats & finals) are CLUTCH STARTS, not rolling starts. It is the responsibility of all drivers to line up within their grade and drivers at the front of each grade to leave an appropriate distance between themselves and the rear of the grade ahead. This shall be 5 car lengths unless indicated otherwise by the Steward / Clerk of the Course. Drivers "jumping" the green flag will be docked a minimum of 2 (two) places from the final result.

DO YOU NEED ANY FURTHER ASSISTANCE OR GUIDANCE?

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