

BriSCA V8 Hotstox

RULES & REGULATIONS

2025



£15

12/01/25 V1.4

This rulebook supersedes any previous versions.

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Section 1 - Officials

BriSCA V8 Hotstox 2025 BOARD OF CONTROL (BOC)

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Officers

Technical Officer - Jason Gwin 07821 629351
Secretary / Booking Officer - Chloe Gwin
Licencing / Points / Grading Officer – Amanda Barnard
Treasurer – Dave Cheetham

Contact details:

Email: BriscaV8hotstox@yahoo.com

Please be considerate when contacting the BoC & Officials as they all have full time jobs, so may not answer immediately. Please leave a short message with contact details and what your call is concerning or send an email to the above address, and someone will get back to you at their earliest opportunity.

Sport's Governing Body (ORCi)

Email: Secretary@orci.co.uk

Rules and/or regulations set forth herein are designed to provide for the orderly conduct of V8 Hotstox race meetings and to establish minimum acceptable requirements for such meetings. These rules shall govern all aspects of the club, and by participating in events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are a guide and are in no way a guarantee against injury or death to a participant, spectator or official.

If you are unsure about the meaning of any of the rules in this book or have any queries you should contact a BOC officer for clarification.

Section 2 - Introduction & Club Governance

This booklet defines the Rules and Regulations that apply to BriSCA V8 Hotstox (**the club**) at ORCi licenced tracks.

BriSCA V8 Hotstox are an independently run single seater, driver-based formula in which drivers race independently, where contact is an integral part of the racing.

Whilst a lot of the rules may be the same as previous, this rulebook supersedes all previous issues.

The BoC shall decide on any question raised regarding the interpretation of these regulations.

2.1 As of the 2024 season, the formula is an independently run racing formula known as BriSCA V8 Hotstox and are run by an elected BoC who work in cooperation with the Oval Racing Council's (ORCi) as the sports 'Governing Body'. The Boc's role and responsibility is to run the Club in a professional and business-like manner, taking in the requests of its members (where possible). The BoC at all times must have the best interests of the club as their first priority. It must be accepted that with the many outside and influencing factors involved in the sport that sometimes difficult decisions must be made. Should such decisions be required then this should be communicated with the members and in all instances that detailed minutes be recorded together with any justifications.

2.2 The club pays an annual affiliation fee to the ORCi in order to complete at its registered tracks of which insurance cover is provided through their group policy (details of the insurance company and a copy of the policy and schedule have been requested and will be provided in due course).

2.3 Persons of either sex shall be eligible for driver application provided that are 16yrs and over. Persons under the age of 18 years will need a parent or guardian to endorse their licence application. At 66 years or following an injury or illness a driver may be requested to provide evidence that they are still fit and able to continue.

2.4 All persons applying for membership of the Club shall do so by the appropriate form and tendering of subscription to the Licencing Officer. The Club reserves the right to refuse a licence, of which a justification as to the reasons for refusal will be provided.

2.5 For driver members an annual subscription is payable to which a full licence or day licence will be issued (prior to being permitted to race), the cost will be detailed on the licence form following the AGM. A day licence is available, and the driver is permitted to race at 1 meeting. Any driver racing under a day licence will be insured through the ORCi, the same as any other driver and entitled to trophies and prize money from the meeting but will not be included into grading periods, nor will be entitled to the benefits of members, such as attending the AGM. The signing of the licence form is considered a two-way contract between the driver and the club to which the rulebook forms the terms.

2.6 All full annual subscriptions are due on 1st January and membership will last until 31st December after which membership shall cease. The official racing season is usually March to November, any meetings outside of these dates do not form part of the racing calendar, unless specified. If a ban is in place, then you are not entitled to enter any out of season meetings.

2.7 If at any time the BoC shall be of the opinion that the interests of the Club so require, they may refuse a licence or invite any member to resign from the Club. In default of their resignation the question of their expulsion shall be submitted to a special general meeting where the grounds on which to expel them will be discussed. At such meeting the member shall be allowed to offer an explanation for their conduct, verbal or in

writing, and if two thirds of the members' present vote for their expulsion they shall then cease to be a member of the Club.

2.8 Any person on ceasing to be a member of the Club shall forfeit all rights to and claims upon the Club, its property and funds.

2.9 The entire BoC of the Club (except where otherwise agreed) shall be elected annually by means of a driver vote. The BoC will consist of 5 members plus additional officers such as licencing, points, etc. The BOC shall negotiate and elect all internal positions, such as chairperson. The BoC shall conduct themselves in a professional manner and represent the best interests of the Club in line with the 'ORCi Officials Code of Conduct'. Should any BoC member have a vested interest in a particular resolution, they should make it known to the remaining members and not take any further part in that resolution. The BoC agree to maintain confidentiality until such time that information can be released.

2.10 Before the AGM, members of the BoC shall retire but shall be eligible for re-election. Any two driver members or their named representative may propose any other driver candidate or named representative by notice in writing to the secretary, at least 30 days before the meeting. If any such notice is given for more candidates than there are vacancies, then a vote will take place by ballot organised by an independent person to the club and all members should be entitled to vote for as many candidates as there are vacancies to be filled. The candidates up to the number of vacancies who shall receive the most votes shall be elected. In the case of two or more candidates receiving an equal number of votes, the chairperson shall have the casting decision. Should the number of candidates wishing to stand for election not exceed the number of vacancies to be filled then the BoC shall be deemed duly formed without the need for a ballot.

The BoC election results will take place at least 1 week prior to the AGM to allow for changes and any new members to become familiar with aspects of the club, allowing for the smooth running of the Club and AGM.

2.11 In the event of any vacancy on the BoC, the BoC shall have the power to appoint a person to fill such vacancies. The proceedings of the BOC shall not be invalidated in consequence of there being less than the prescribed numbers thereof.

2.12 The BoC will have no voting rights at an AGM unless they are a paid-up member/driver.

2.13 The BoC shall hold a minimum of 4 formal meetings, in addition to the AGM annually to examine the accounts and arrange the affairs of the Club. Notices of any meetings shall be shown on the website at least 4 weeks prior to allow members to send in proposal for discussion/consideration. A quorum shall consist of 4 BoC members. Minutes shall be taken of all meetings/proceedings and made available to the drivers. Confidential or sensitive matters may be withheld from publication until such times that its appropriate to release, but all matters discussed must be minuted.

2.14 The BoC may invite outside people or subject specialists to their meetings if deemed necessary, Guests will be advised that discussions and information gleaned is confidential and not to be disclosed unless specific permission is granted by the BoC.

2.15 The BoC may from time to time appoint sub-committees as they deem necessary or expedient and may depute or defer to them such of the powers and duties of the BoC as the BoC may determine. Such sub-committees shall report their proceedings to the BOC and shall conduct their business in accordance with the direction of the BoC. Any resolution coming from a sub-committee will be the BoC responsibility to implement or not, unless a direct instruction from the ORCi.

2.16 The Annual General Meeting of the Club shall be held in the months of November or December in each year upon a date and at a time to be fixed by the Chairman for the following purposes:

- a) To receive from the treasurer a report, balance sheet and statement of accounts for the preceding financial year and an estimate of the receipts and expenditure for the current financial year, together with any financial information pertaining to the clubs future, should it be known.
- b) To decide on any resolution which may be submitted to the meetings as in hereinafter provided.
- c) To discuss the general affairs of the club.

2.17 Any member wishing to discuss a resolution at the Annual General Meeting will give notice thereof in writing to the Secretary by a date notified to members by the Secretary via the Club website, email or post and in any case not less than 28 days before the date of such a meeting. The proposer of any such resolution should include full details of what the proposal is, why it has been proposed and the benefits. The proposer must be present at the AGM to answer questions from the floor. In the event of sickness, the proposer may authorise a deputy to represent them, but this must be formally communicated prior to the AGM. An agenda and any rule proposals for the AGM will be provided to all members not less than fourteen days prior to the meeting.

2.18 The BoC may at any special reason request a Special General Meeting (SGM) should there be a need. The members may request a Special general Meeting, and they shall do so forthwith upon the requisition of 15 verifiable signatures of full driver members, stating purposes and reasons for which the meeting is required.

2.19 Written notice of the business to be discussed at an Annual General Meeting or Special General Meeting will be published fourteen days before the meeting. No rule proposals other than that of which notice has been given shall be brought forward at such a meeting. Special dispensation may be granted if a resolution links to another proposal or is deemed to be of a critical nature, such as a safety matter, but clear justification must be provided.

AoB cannot contain rule proposals or anything of a significant nature and should only be used for minor subjects or information (with the exception of items out of reasonable control).

2.20 At all General Meetings of the Club, the Chairman and in his absence the Vice-Chairman shall take the chair. in the case of equality of votes, the persons described above will have a casting vote.

Any proposals that are voted in must be ratified in connection with the ORCi prior to becoming live (this is to ensure that full insurance approval relating to the running of the sport or liability have been checked).

2.21 Members will only be entitled to vote at the AGM if they hold a current full licence (day licences do not class as membership) and have taken part in at least one staged meeting within the official racing calendar. (Non-points scoring or novelty meeting do not class as an official meeting).

2.22 The quorum at all General Meetings shall be fifteen plus members, unless otherwise stated.

2.22.1 The financial year of the Club shall be 1st January until the 31st December, to which day the accounts of the Club shall be balanced.

2.24 The BoC will appoint a treasurer, who's role is to keep accurate records of all financial activity. They are also required to monitor and predict any activity that could have a financial burden upon the club.

2.25 Cheques drawn by the club shall be signed by the appointed person and documented in the accounts by the Treasurer.

2.26 No member shall, except for the professional services rendered at the request of the BoC, receive any profit or emoluments from the funds or transactions of the Club.

2.27 The BoC or invited persons attending BoC meetings may draw down travel expenses for attendance at BoC meeting @ £0.45 per mile.

2.28 The chairman of the club is entitled to an annual discretionary payment of £250 as a contribution to their voluntary services for any out-of-pocket expenses incurred.

Bonafide costs, such as stationary, postage, etc can be claimed back by officials of the club providing they are documented and supplemented by receipts (where possible).

2.29 These rules may be added to, repealed, or amended by resolution at any Annual or Special General Meeting. On occasions, it may be necessary for the BoC to implement or amend rules without consultation, often on the grounds of safety but this must be accompanied by a full justification and/or risk assessment.

2.30 Any assets purchased or owned by the club will be declared on the annual accounts and will remain the property of the club.

2.31 Should a resolution be proposed to dissolve the club, this must then be discussed at an Annual General Meeting or Special General Meeting. Should a majority of two thirds of the members voting for in favour, then the club will be dissolved. Action will then be taken to realise the assets of the Club and after discharge of all liabilities and shall divide the same equally among all the full members for the year of dissolution and the previous year and upon the completion of such division the Club shall be dissolved.

2.32 Members, will at all times, be bound by the Club Rules and the ORCi Racing Regulations. Members found in contravention of these rules or regulations will be subject to disciplinary action from the BoC.

2.33 Driver members may also be reported by the BoC to the ORCi where serious contravention of Racing Regulations is made.

2.34 The BoC and its members have a 'Duty of Care' towards each other and must undertake their activities in a fair manner that does not deliberately advantage nor disadvantage any person or persons. It is also a responsibility to ensure that the affairs of the Club are maintained in the correct keeping.

2.34 All members, BoC members and officials are bound by the 'ORCi Officials Code of Conduct' and other related policies which are available to view on the ORCi website.

Section 3 – Race day procedures

3.1 Booking In - All bookings must be made to the Booking Officer, either in person, via email or text, at least 1 week prior to each race meeting. Drivers may book in for multiple meetings in advance. Drivers must cancel at least 24 hours before the meeting if they are not racing (via the same channels). Should a driver not cancel, then they will be subject to a £10 fine (which needs to be paid prior to your next meeting) and shall go into the Ben Fund. The driver will also start from the rear of their grade for the next meeting. Should you break down on route to a meeting or envisage to be late, you should contact a BoC member via phone or text to inform them prior to the meeting start.

Drivers are requested to support this matter as the reason for booking in early is so that promoters can be advised of the driver numbers. This allows the promoters to plan their meeting format and provide the Club with the best chance of more races, programme write-ups, etc creating accurate information and promoting the Club in the best light.

3.2 Meeting scrutineering - All cars must be submitted for inspection by the Official Scrutineer at every meeting before being allowed to take part in official practice or compete in any of the events. The driver of the car must be available at the time of the inspection and in possession of his or her logbook, crash helmet, neck restraint and race wear. In the event of a car not being scrutineered, it is the driver's responsibility to inform the scrutineer and present their car.

Any driver failing to comply may jeopardise the insurance cover provided for them by ORCi registered promoters. It is the driver's responsibility following their arrival at the race venue to inform the Scrutineer that they are ready to have their car inspected.

3.3 Once a car has been scrutineered the driver must have their Logbook signed or verified by the scrutineer or the promoter's nominated representative.

3.4 It is important that the driver and their representative stay with their car whilst the scrutineering procedure is completed.

3.5 Faults will be recorded in the Driver's Logbook and on the Scrutineering Report. The Scrutineer will advise whether the work must be done immediately before the car competes or within a specified timescale.

3.6 The meeting scrutineer is empowered to prevent any car from racing which does not appear to comply fully with the specifications.

3.7 If in the opinion of the scrutineer a car is in a dangerous or unsafe condition, then they shall have the power to exclude the car from a race or race meeting pending rectification of the condition, even if the car appears to comply with the wording of the car specifications contained within this rulebook.

3.8 The driver or his representative has the right of immediate appeal to another of the registered scrutineer and/or the staging Promoter.

3.9 A driver may only drive one car per meeting and the car may only be driven by the same driver at the meeting unless prior permission has been obtained by the BoC of which there must be a justifiable reason which will be documented. Exemptions to this may be one of races, such as: veterans' race, ladies race, etc.

3.10 The start of the meeting shall be when the rolling lap starts for the first race. At this point a driver in the grid line up will be deemed to have taken part in the meeting.

3.11 The use of contact is an integral part of the racing. Generally, cars use the front bumper to move cars in

order to gain position. Deliberate side swiping down the straights or the excessive use of force may be considered unsporting conduct or endangering others and be subject to disciplinary proceedings.

3.12 All normal races must be run in an anticlockwise direction. There may be exceptions for events such as novelty races etc, but these will not form part of a normal meeting.

3.13 Make-up of a Non-Championship Meeting

A meeting shall normally consist of several Heats, Final and generally an All-Comers/Grand national.

Exceptions to this may be meetings that are run over multiple days. I.e. one day may just be qualifying heats, details of which will be communicated before the meeting.

3.14 Starting positions - Drivers must take up their starting position in grades in their correct grade as indicated at all times. The onus is on the driver to take up this grid position as direction or indicated by the grid board and penalties will be issued to drivers starting in incorrect positions. Championships with specific race formats will supersede this rule.

3.15 The grid for heats and grand national shall be based on the grading list with the lowest point scorer on pole position for their grade.

Points scored in heats will determine the grid position for the meeting final with highest point scorer on pole position within their grade.

In the event of a tie, the driver who obtained the highest position in the heats will take precedence. If the drivers cannot be separated by position, then final positions will be based on the grading list with the highest points driver getting the advantage.

Any variations to this will be notified before the meeting commences.

3.16 The essence of V8 Hotstox racing is that all races, unless specially sanctioned, are handicap events and handicaps will be in accordance with the current grading system. Any driver wishing to start out of their usual grade or designated position must have the express consent from a BoC official, who will liaise with the steward, prior to the car entering the arena; any driver doing different is liable to exclusion.

3.17 The normal method of starting the race will be that following the formation of the grid and on the instruction of the start marshal, drivers shall drive a preliminary rolling start keeping abreast of any car alongside them and remaining in their allocated grid position. During the preliminary rolling lap, static yellow flags will be show. The pole position driver at the front of the grid is responsible for setting the speed of the preliminary lap and should not exceed five miles per hour (walking pace).

The pole position driver in each grade is responsible for ensuring that a gap of four car lengths is left between their car and the car(s) in front and remain at the same distance during the preliminary rolling lap as established at the grid formation.

The start marshal shall generally wave the green flag at any time after the lead car **exits the third** bend prior to it crossing the start and finish line. The starting of the race lies with the starter, NOT the lead driver and penalties may be applied for going before the green has been given. Promoter variations to this should be communicated to the drivers prior to the start of the race meeting.

Any driver from any grade accelerating too fast or holding back during the preliminary rolling lap may be penalised.

The start marshal will not start a race if any car has stalled during the preliminary rolling lap.

Once the green flag has been waved drivers are permitted to accelerate to full racing speed.

The steward at times may declare a false start and re-grid the cars.

Once the first green flag has been waved all cars on the grid are deemed to have competed in that race.

Lap scoring will commence once the lead car completes one full lap.

The car that completes the race distance first shall be declared the winner, unless the meeting steward considers the driver has contravened any regulation during the race.

The start marshal will identify the race winner as directed by race control by introducing and waving the chequered flag. Drivers will continue to race until the red flag is shown otherwise the Steward may apply a penalty for any driver slowing down prior to the red flag as this may affect someone else's race. Similarly, drivers should not pull onto the infield until after the red flag is shown as this could endanger officials. Offenders risk the imposition of a penalty by the Steward.

Once all cars in the point scoring places have completed the race the start marshal will introduce the red flag to indicate that the race is over.

3.18 The red flag is a signal to all drivers they should stop racing immediately.

The white flag with a black (X) shown to any car is a warning, you are being watched, penalties may apply. You can continue racing. Your race receiver will talk to you.

The black flag will be shown to any car that has been disqualified and the driver shall / must retire to the infield immediately.

The white flag with a red cross (X) is a technical disqualification flag. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield.

The Union Jack will be displayed by the start marshal from the half-way stage of the race. Any car stationary for more than two laps from the time this signal is introduced is not permitted to re-enter the race.

A lap board will be displayed during each of the last five laps indicating the number of laps remaining.

3.19 In the event of a waved yellow flag and flashing yellow lights, i.e. race suspension: and a driver must immediately slow down to walking pace and adopt single file. During a yellow flag caution, drivers must not overtake. Should the steward deem it necessary, they may bring the cars to a stop (this does not constitute the end of the race) and cars must stay in their positions.

During a race caution, drivers are not permitted to move position or exit their cars and must treat it as if they are still under race conditions, unless specific permission is granted. A car being push started by another competitor will not be deemed as outside assistance and the assisting car may return to their race position.

Should a car be out of position and want to move, you **MUST** attract the attention of a marshal, who may permit you to move when safe to do so. Anyone who moves whilst the race is under caution without permission is likely to disqualification.

Should less than 3 laps have been completed, then the steward may declare that a complete restart takes place.

In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of race suspension (yellow flags). The steward is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race suspension.

The race will be restarted as a normal rolling start (but in single file) with the green being shown sometime after the lead car has exited the 3rd bend.

In the event of a yellow flag, the steward may end the race if there are less than 2 laps remaining and positions will be awarded according to the last fully completed lap of each car. The car(s) causing the race to be stopped cannot be included in the result. The 3 major championships (World, European, British) will run the full distance, if possible, to be declared valid.

The only cars permitted to take part in any re-run shall be those having taken part in all other restart(s) immediately prior to the stoppage.

The drivers, who in the opinion of the steward were the primary cause of the race caution will not be able to compete in the restart, although exceptional circumstances may prevail.

At the discretion of the Steward drivers who request a race caution may not be permitted to race in the rest of the meeting without first attending the Medical Centre for a check-up. Drivers suffering concussion will not be allowed to race in the rest of the meeting and will also face a ten day stand down period.

No individual other than approved officials will be allowed on the track under any circumstances during a race caution or race suspension unless requested by an official.

Under the race suspension classification, the pit gate can be opened to allow ambulance access, removal of cars and clearance of the incident. Any movement of cars is at the discretion of the steward and any car moving without instruction is liable to disciplinary action.

Once the green flag has dropped a race is deemed as in progress. If an incident occurs once the green flag has dropped this will be classed as a 'race caution'. A red flag may be brought out during this period to cease movement of cars, but the race is still under caution unless declared a 'complete restart'.

Should a complete restart take place it will run over the duration of the remaining laps unless otherwise informed.

Section 4 - Driver responsibilities

4.1 The Driver and their Car

It is the sole and ultimate responsibility of the driver to ensure they and their car complies with the Rules and Regulations contained herein irrespective of whether they are the owner of the car in which they plan to compete or not. To assist in their personal safety, it is the driver's sole responsibility to ensure that any safety equipment is in good serviceable condition (A scrutineer will only check for compliance and NOT the condition).

No driver shall be eligible to compete in an ORCi Licensed Meeting unless the car conforms to the current car specification contained within this rule book.

- 4.1.1** Crash helmets should comply with the DSES regulations as located on the ORCi website.
- 4.1.2** A properly fitted Frontal Head Restraint System (FHRS) is mandatory when on track. All helmet fixings must be correctly fitted in line with Manufacturers recommendations.
- 4.1.3** All drivers must wear fire retardant under garments including top, bottoms, socks, gloves, and balaclavas, in addition to fire resistant (Proban as a minimum) overalls, at all times when on the track whilst racing. All safety clothing MUST be in good condition with no holes or tears.
A two-piece race suit is permitted, providing it is manufactured from Nomex as a minimum (two-piece Proban is not permitted).
- 4.1.4** Raceceivers must be used and be in working order at all times when on track. Driver's Raceceivers may be checked in the pits before a race. Any driver whose Raceceiver fails to work will not race, every effort should be made to make the unit work.
- 4.1.5** No one other than official stewards should be communicating with any team, any team caught doing this will receive a ban.
- 4.1.6** A working transponder MUST be fitted to each race car.

Section 5 - Car Construction Rules

It is the driver's responsibility to ensure that their car is compliant with the rulebook. New cars will be required to be inspected by a BOC scrutineer prior to being permitted to race (and maybe subject to a charge to cover travel costs) to assess compliance with this rule book. A new car inspection does not include weld or material integrity or any other health and safety related checks and in accordance with the Disclaimer on page [2] of this rule book, drivers are reminded that satisfactory new car inspections (and indeed any other trackside scrutineering inspection) are by no means a guarantee against injury or death.

5.1 Chassis

All cars must be a purpose-built ladder type chassis based upon steel main rails, which are of one-piece construction (the ONLY exception being in the case of repair due to damage) of not less than 60mm x 60mm (2 3/8" x 2 3/8") box section with a wall thickness of 5mm (3/16"). The whole construction must be welded. The main rails may be assembled in either square or diamond orientation and must be parallel along their length with the minimum distance between the chassis legs, measured internally, is 710mm (28").

Only cars built before 2006 may feature a step up or down chassis, the formula only recognises 4 step chassis cars owned at the start of 2024 as listed below: No other step chassis cars are permitted.

Step chassis cars are documented i.e. sizes, dimensions etc. below and published in future rulebooks each year alongside the current owners. All reworking of old step chassis cars must be like for like and all major work must have BoC consent prior

These step chassis cars will not be discussed at an AGM until 2025 at the earliest.

Chassis number 1:

Current owner: 296 [Dan Poole](#).

Total Chassis leg length: 135".

Total Step length from its longest point: 3 5/8".

Step height (top edge to bottom edge): 5 3/4".

Chassis Leg height: Left: 2" 3/4 Right: 2 3/4".

Chassis Leg width: Left: 2" 3/4 Right: 2 3/4".

Distance between chassis legs, measured internally: (Front) 28 3/4".

Distance between chassis legs, measured internally: (Back) 28 3/4".

Height of cab from top of chassis to top of roll cage side at its highest point: 17 1/2".

Height of roof from top of chassis to top of roof plate at its highest point: 40".

Width of roll cage at its widest point: 35 5/8".

Height of roll cage side members from top of chassis leg at their lowest point: 15".

Height of roll cage side members from top of chassis leg at their highest point: 17 1/2".

Chassis number 2:

Current owner: 507 [Luke Smith](#).

Total Chassis leg length: 140".

Total Step length from its longest point: 35".

Step height (top edge to bottom edge): 70mm.

Chassis Leg height: Left: 70mm Right: 70mm.

Chassis Leg width: Left 70mm Right: 70mm.

Distance between chassis legs, measured internally: (Front) 29".

Distance between chassis legs, measured internally: (Back) 29".

Height of roll cage from top of chassis to top of roll cage side at its highest point: 32".

Height of roof from top of chassis to top of roof plate at its highest point: 34".

Width of roll cage at its widest point: 38".

Height of roll cage side members from top of chassis leg at their lowest point: 15".

Height of roll cage side members from top of chassis leg at their highest point: 17".

Chassis number 3:

Current owner: [Mark Poole](#).

Total Chassis leg length: 138 ½".

Total Step length from its longest point: 3 ¾".

Step height (top edge to bottom edge): 5 ½".

Chassis Leg height: Left: 2 ¾" Right: 2 ¾".

Chassis Leg width: Left: 2 ¾" Right: 2 ¾".

Distance between chassis legs, measured internally: (Front): 28 ½".

Distance between chassis legs, measured internally: (Back): 28 ½".

Height of roll cage from top of chassis to top of roll cage side at its highest point: 30 ½".

Height of roof from top of chassis to top of roof plate at its highest point: 31 ½".

Width of roll cage at its widest point: 37 ¼".

Height of roll cage side members from top of chassis leg at their lowest point: 16 ¼".

Height of roll cage side members from top of chassis leg at their highest point: 16 ¼".

Chassis number 4:

Current owner: [Mark Poole](#).

Total Chassis leg length: 3570mm.

Total Step length from its longest point: 130mm.

Step height (top edge to bottom edge): 140mm.

Chassis Leg height: Left: 70mm Right: 70mm.

Chassis Leg width: Left: 70mm Right 70mm.

Distance between chassis legs, measured internally: (Front) 735mm.

Distance between chassis legs, measured internally: (Back) 760mm.

Height of roll cage from top of chassis to top of roll cage side at its highest point: 370mm.

Height of roof from top of chassis to top of roof plate at its highest point: 935mm.

Width of roll cage at its widest point: 950mm.

Height of roll cage side members from top of chassis leg at their lowest point: 370mm.

Height of roll cage side members from top of chassis leg at their highest point: 425mm.

5.2 Engine position

The maximum set back of the engine shall be free except that the back of the engine block shall be forward of the front legs of the roll cage. The engine may be offset within the parallels of the chassis to a minimum of 50mm (2") from the inside of the nearside chassis rail to the head where the exhaust bolts onto. If any part of the exhaust system is outside of the chassis it must exit under the chassis and stay in the confines of the nerf rail.

5.3 Main Roll cage

Roll cage material minimum 48.3mm x 4mm tube as shown in picture No 1 to No 7 inclusive.

All roll cages must be made of steel (ferrous metal) construction and consisting of seven posts to roof height. Roll cage front pillars can be a minimum of 30 degrees to a maximum of 50 degrees to the horizontal, a minimum of 23" side to side inside measurement at roof height.

There must be two cross members of roll cage material, front and rear. The rear window cross member must be a minimum of 15" high from top of chassis to top of crossmember. There must be two further crossmembers to create the roof area at the front and rear and these must be a minimum distance of 22" when measured internally.

There must be a middle post of roll cage material running from main rail the top of the roll cage on each side, positioned roughly in line with the rear of the driver's seat i.e. across driver seat position. They can be a maximum of 120 degrees from chassis when viewed from the side. (These bars can be bowed out if required).

A vertical bar made of roll cage material between rear roof crossmember, through the rear window crossmember to chassis crossmember positioned centrally (this bar can be one piece or two piece to correspond with the central crossmember).

From top of chassis main rails, the roll cage must measure a minimum of 34" (vertically) to top of roll cage at its highest point.

5.4 Bracing Material

Must be a minimum 38.1mm x 3mm tube as shown in picture No 8 to No 10 inclusive.

There must be a minimum of 2 vertical bars, fully welded that run from the main rail to the waste bar in the side sections located between the front and middle roll cage posts.

Material sizes are free for any additional bracing bars.

5.5 Cab Sides and Roof

Cab sides must be plated on outside of roll cage from chassis to vertical bar (elbow bar) and a minimum of 15" high at any point when measured from the top of the chassis, welded fully on all four edges, covering all six points of roll cage and must be a minimum of 3mm thick. The plate should be bowed where possible for additional strength. The roof plate shall be a minimum of 610mm (24") long by x 640mm (25") wide and a minimum of 5mm thick and be fully welded on all four sides to the roll cage and to the front and rear cross members.

The highest point of the driver's helmet in seated position must not be higher than underneath of the highest Roll cage tube giving a 2" clearance to roof plate. The roll cage in immediate area of the driver's head must be padded.

Where front roll bar and elbow bar join, a gusset has to be above elbow bar to front roll bar and must be a minimum of 100mm x 100mm x 3mm thick.

The gap between rear window crossmember and rear of seat crossmember can be a minimum 6" (152mm). Minimum width in line with drivers seating position at cab side height (elbow bar) must be minimum 32" inside measurement then a horizontal bar of minimum 38.1mm (bracing material), can be roll cage material if preferred and fitted between front post, to middle post onto rear post.

Rear of seat crossmember must be minimum 40mm x 40mm x 3.2mm box section or 42.4 x 3mm tube.

There may be evacuation checks to make sure drivers can exit the car from both sides in the event of an emergency.

There will be no foam filler, or any similar material allowed in any part of the chassis, roll cage, nerf rails.

5.6 Structural Repairs

All structural repairs must be from the same gauge of metal as the rulebook specification. Sleeving is often considered to be a way of ensuring strength to a repair. The driver is responsible for the quality of any repair.

5.7 From 1st January 2022

The new specification below came into force on new cars.

5.7.1 Roll cage material.

Roll cage material must be minimum 48.3mm x 4mm wall as show in picture No 1 to No 7 inclusive must be roll cage material.

5.7.2 Bracing Material

Bracing material must be minimum 42.4 x 3mm wall as shown in picture No 8 to No 10. Roll cage material can be used if preferred.

Material sizes are free for any additional bracing bars.

5.7.3 Suggested materials:

BS3601 / Part 1 / 1987-HFS430 48.3mm O/D x 4mm wall

BS1387 48.3mm O/D x 4mm wall or EU equivalent EN10210 48.3mm x 4mm wall

EN 10219:2006 S235 48.3mm O/D x 4mm wall

All new cars from 2022 must have its main roll cage hoops no wider than outside of the chassis legs from a vertical measurement.

Figure 1 – Suggested Roll Cage Format from 2022 (showing extra vertical bracings to create gaps 15" x 9" max)

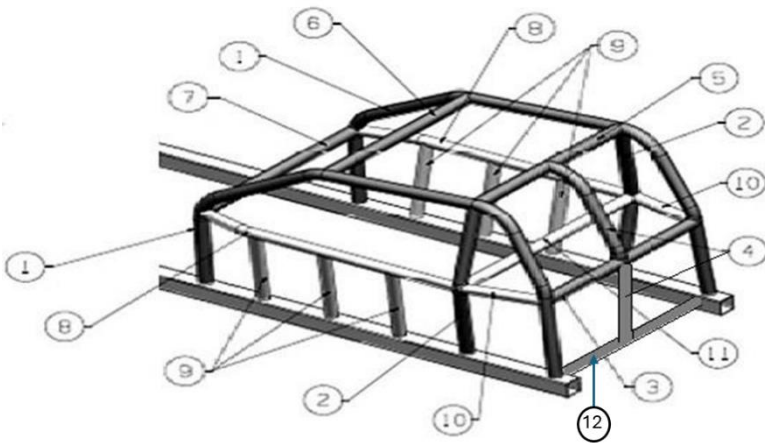
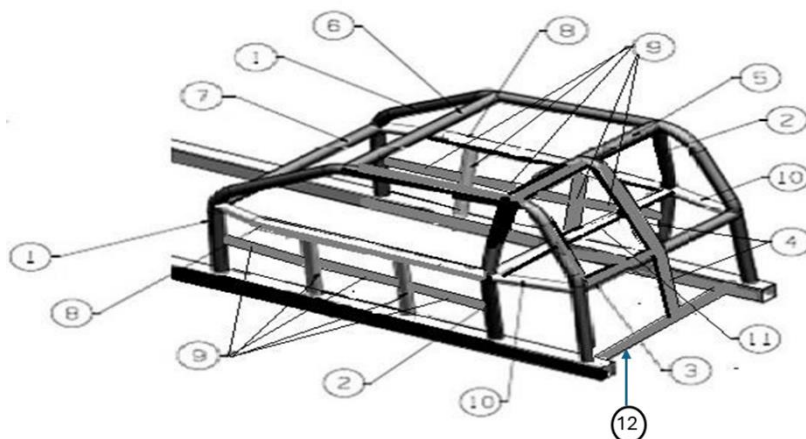


Figure 2 – Optional Roll Cage Format (showing extra horizontal bracings to create gaps 15" x 9" max)



Number	Size
1 - 7	48.3 x 4mm Tube
8 - 10	42.4 x 3mm Tube
11	42.4 x 3mm Tube or 40 x 40 x 3mm Box
12	42.4 x 3mm Tube or 40 x 40 x 3mm minimum

5.8 Cab Sides and Roof

There must be bracings between the front and middle posts to create gaps no bigger than 15" x 9" on each side of the cab, minimum bracing material.

5.9 Back or 'Boot' Panel

The back panel must be securely fixed in place for racing conditions, but the fixings used MUST be quick release i.e. the back panel must be able to be removed without the need for any tools. Clips (such as 'R' clips), Dzus fasteners, and spring clips may be used however, threaded nuts and or bolts may be used as long as they have a cross bar to enable it to be turned by hand without the need for a tool e.g. a wing nut.

5.10 Firewalls

There must be a metal front firewall, fully enclosed, between the cab and the engine bay, minimum 1mm steel or 2mm aluminium (all holes must be plugged to prevent fire and liquids entering the cab). The Firewall must have its own top i.e.: the bonnet does not class as part of the firewall. There must also be a steel firewall, minimum 1mm thickness, fitted between the cab and the "boot" and this must be fully welded. The parcel shelf must have a full cover (1mm steel or aluminium minimum) with the petrol tank cap either swivel or hinged. The only hole from the rear to the cab will be for the fuel line. This will need either a grommet, sealer or a bulkhead fitting to close any gap. If the battery is fitted in the "boot" then a suitable firewall of non-conductive material must separate it from the fuel tank. The minimum distance at car waist height between the rear member of the roll cage and the firewall cross member must be 152mm (6"). It is recommended that suitable bracing be positioned behind the seat to prevent the battery /fuel tank coming through the firewall.

5.11 Front Bumper

Front bumpers must be as wide as the outside measurement of the wheels, but not exceed 50mm (2") wider on each side at nerf rail height. A fence guard must be fitted to the front bumper on the fence side and be a minimum of 305mm (12") and a maximum of 381mm (15") high from the top of the bumper. A support must also be fitted back to the nerf bar on the outside.

The fence guard and support must be constructed from a minimum of 25 x 25 x 3mm box section or 25 x 3mm tube and run from the top of the upright to the centre of the chassis as a minimum.

5.12 Rear Bumper

The rear bumper must be as wide as the outside measurement of the wheels.

An override hoop must be fitted to the nearside back bumper to protect the rear roll cage legs. The rear over rider must run along at least 80% the length of the rear bumper at the required minimum height of 101mm or 4". The rear over rider must have a minimum of 4 vertical members. The rear over rider must also have a support fitted back to the chassis.

The over rider and supports must be a minimum of 25 x 25mm x3mm box section or 25mm x 3mm tube.

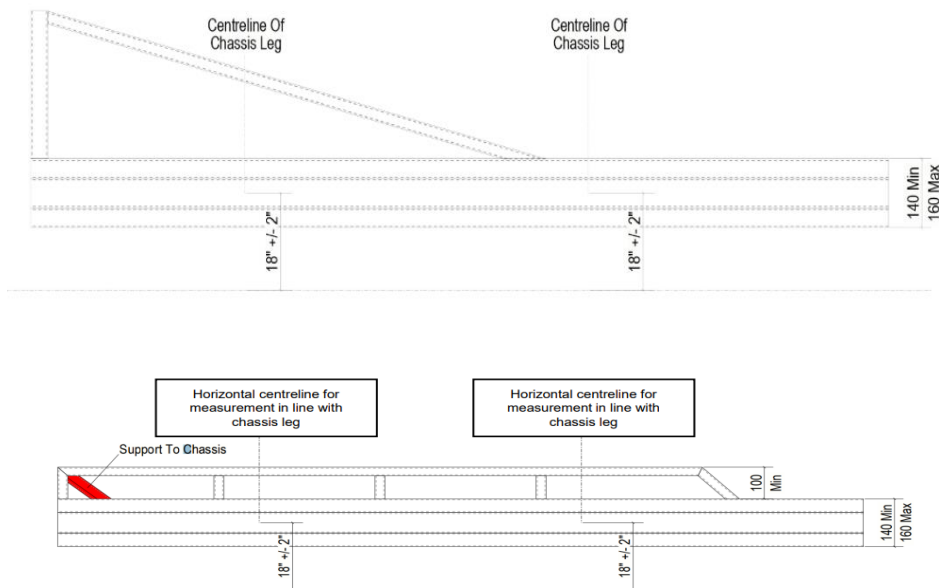
Both bumpers must be parallel in height over their entire length I.E cannot be 140mm one end and 160mm at the other. They must be a minimum of 140mm (5 1/2") deep and a maximum of 160mm (6 3/8").

5.13 Over-rider Hoop

A hoop must be welded vertically under the front of the chassis in order to prevent the car riding over a nerf rail. This must be constructed of either 40x40x3mm box, or 33.7 x 3.2mm minimum tube and be positioned up to a MAXIMUM of 228mm (9") behind the front bumper. The depth must be a MAXIMUM of 228mm (9") and a MINIMUM of 152mm (6"). It must be no wider than the chassis legs and a MINIMUM of 610mm (24").

5.14 Ride Heights

With the car standing on a level surface in full race trim, with the driver and their racewear in the car, the horizontal centre of the bumpers (front and rear) shall be 18" + or - 2", measured in line with the chassis legs (see diagram). THIS DOES NOT AFFECT WHERE THE BUMPER IS WELDED TO THE CHASSIS LEGS ON THE VERTICAL PLAIN and the use of a chassis wedge is permitted.



5.15 Nerf Rails

All cars must be fitted with a suitably constructed nerf rail. Nerf rails must be a minimum of 60mm (2 1/2") deep, the ends must present a smooth finish, and sharp welds and edges shall be ground smooth. Nerf rails shall run at the mean chassis / bumper height.

5.16 Wheel Guards

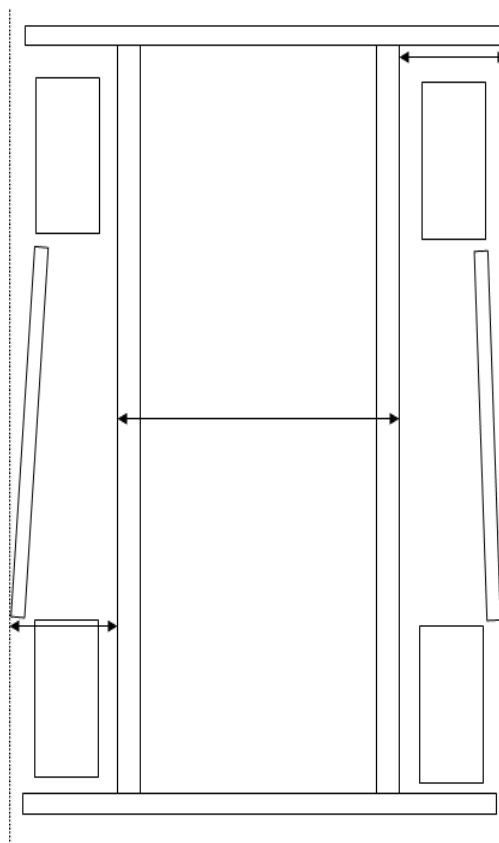
A minimum of 57mm (2 1/4") deep and 10mm (3/8") thick steel truck spring or a New Zealand style minimum 57mm (2 1/4") maximum 300mm (11 7/8") 3mm box section or tubular steel must cover the rear wheels (the wheel guard width is free) and must be secured with a minimum 12mm (1/2") pin or bolt at both ends. The bolt heads on the front fixings must be protected.

Steel truck spring type wheel guards must be in one piece and not welded or jointed in any way. Wheel guards must be in position and intact at the start of a driver's first race. If they are subsequently damaged and no replacement is available, provided there are no sharp ends, a driver can continue to take part in the meeting without a spring guard AT THE DISCRETION OF THE SCRUTINEER

5.17 Dimensions

Maximum overall length – 3660mm (144")

Maximum overall car width – 2000mm (78 3/4")



The width measurement will be measured by the chassis width plus the maximum on inside of car and outside of car at the widest point. The overall width must not exceed 2000mm (78 ¾”).

Maximum wheelbase (on the longest side) – 2440mm (96”)

Minimum wheelbase (on the shortest side) – 2260mm (89”)

NOTE: These wheelbase figures are the MAXIMUM and MINIMUM, all alignment must be done between these parameters.

There must be a minimum 50mm (2”) ground clearance under the entire car at all times with the driver in the car.

There must be a minimum of 101mm (4”) between the inside rear wheel rim and the chassis leg/rail at any point.

5.18 Front Axle

The front axle may be cut between the kingpin uprights and replaced with box section or tube/pipe. The replaced section must be securely spliced/welded. The box section must be a minimum 50mm x 50mm x 5mm or 60mm x 60mm x 3.2mm high tensile steel. Transit or Sherpa design axle ends, and stubs must be used (these may be manufactured). Leaf springs only may be fitted to the front axle and must be mounted parallel to the chassis. A Panhard rod is allowed to run across the chassis from the axle. The front axle may be narrowed and cambered to suit. Independent suspension is not allowed.

5.19 Rear Axle

Beam axles only are permitted. Ford Transit single wheel type (five studs), B.L Sherpa, J.U 250 type, Volvo 2, 7 & 9 series, Transit twin wheel (six studs) and Ford P100.

All rear axle- mounting brackets must mount solidly to the axle (i.e. Be Welded). Birdcages or any similar type mountings are NOT PERMITTED. Where quarter elliptic rear suspension is used, the spring eyes must be retained on one end and used to mount the spring directly to the fixed mountings on the axle casing. The springs must locate the axle from all external forces in all directions. There may only be two tie bars locating the axle, the angle of these is free. Tie Bars must not feature springing or damping of any kind. A Panhard rod is allowed to run across the chassis from the axle. No form of 5th link is permitted. Where a turnbuckle for adjustment, is used it must be mounted to the front of the spring and bolted onto a bracket on the chassis, with a maximum length of 18" (45cm). The brackets locating the turnbuckle MUST be bolted to the spring and NOT welded. Differentials should be fully welded. Limited slip differentials are NOT ALLOWED. Torque slip differentials are NOT ALLOWED. Machining and fabrication of rear axle parts and half shafts is permitted.

5.20 Springs and Shock Absorbers

Leaf springs only may be fitted to the front axle and must be mounted parallel to the chassis. The spring eyes must be retained at both ends of the front axle and must be used to fix the leaf spring to the chassis. One end may be removed on the rear spring. Springs must be made of ferrous material. Hydraulic, non-adjustable shock absorbers only permitted. Coil-over shock absorbers are not allowed. Air shock absorbers or adjustable types are not allowed. No gas shock absorbers. Any shock absorber that rebounds or extends by itself after being compressed will be deemed a gas shock absorber and therefore illegal.

Specially rated damping and valved 'racing' type shock absorbers are not permitted. Commercial vehicle type oil filled shock absorbers to be permitted only.

The following branded shock absorbers are not permitted: AFCO, Bilstein, Gaz, Koni, Avo, Penske, Shocktec, Quantum, SPAX, Leda. (This list is not exhaustive and can be added to).

Shock absorbers that have integral rose-joints or spherical bearings are not permitted. Aluminium bodied shock absorbers or shock absorbers without part numbers or branding are not permitted.

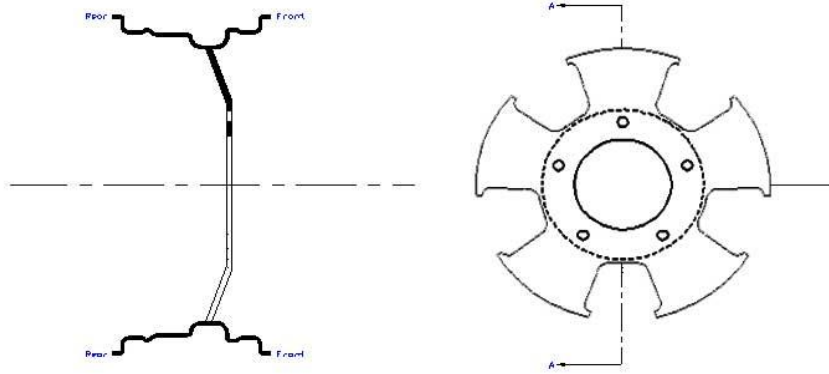
The modification of any standard shock absorber is not permitted, however it is permitted to remove the outer top cover.

Independent suspension is not allowed.

Only four shock absorbers to be fitted to any one car. One on each wheel. The two rear shock absorbers must be fitted on the outside of the chassis rails / cab to the axle. The front two may be fitted in-board however must be accessible to the scrutineers in order to remove them easily for checking. All four must be fitted the correct way up.

5.21 Wheels

All wheels are to be 15" diameter, up to a maximum width of 6½" (commonly referred to as 6½J). It is permitted to remove the centre and weld in a replacement centre or refit the original pressed steel centre which may be offset. If a standard wheel centre is used, it must be welded around its complete circumference. Any non-original replacement centre must be a minimum of 6mm thick and have a minimum of 5 spokes. The replacement centre should follow a similar pattern to the diagram and should be bent slightly to give added strength.



All wheels must be made of ferrous material.

made of ferrous

The production Weller wheel in standard transit stud pattern up to 6½ J width will be permitted in line with the above rules.

Wheel spacers are allowed on either axle provided they are maximum 13mm thick, and provided that the wheel studs completely penetrate a standard uncut wheel nut. More than one spacer may be used to a maximum of 13mm.

5.22 Tyres

The only tyres permitted are:

Maxsport RB5 Tarmac Rally Tyre 185/55/R15 (Hard Compound)

Maxsport Winter tac NF3 195/55/R15

Churchill RCB008 205/60/15

It is compulsory to run the RCB008 205/60/15 tyre on the outside rear, this may also be used on the IS & OS front. Any combination of Maxsport RB5 & Maxsport NF3 tyres may be used on the ISR, ISF or OSF.

All tyres MUST be obtained from BoC's authorised distributors.

The BoC may from time to time introduce additional tyres for testing or alternative tyres (should there be a shortage in supply), this will be fully communicated and documented via minutes of meetings, justifying the reason.

Any driver having a tyre they wish to be tested MUST get approval through the BoC.

Only tyres listed above or approved for test by the BoC will be deemed legal.

Tyre softener is NOT permitted. Durometer readings will be taken and any tyre outside the set limits will be deemed illegal. Durometer readings will be published, as available.

Tyre buffing is permitted within ORCi rules.

Tyre gaiters are permitted.

Tyre cutting is NOT permitted.

Tyres may only be inflated with air and the BoC may request that a tyre is deflated and reinflated with air to police this rule.

5.23 Steering

There is no restriction on steering boxes and power steering is permitted.

5.24 Weight Limit

Minimum weight limit in full racing trim: 1090kg (without driver)

Maximum weight limit in full racing trim: 1200kg (without driver)

No weight bolsting by bolting on solid or heavy material (ballast) anywhere on the car. Weight bolsting is permitted (to bring a car up to minimum weight) by welding on solidly.

Checks can be carried out at any time and will be in race trim, (I.e., the car must be within limits at all times and the driver must factor in the use of fuel & fluids).

All ride heights will be checked with the driver in the car in race trim. One bounce (front or rear, not both) will be permitted of the car to allow a car to stabilise prior to checking.

Allowances may be permitted for race damage, loss of fluid (water in the radiator) at the discretion of the BoC.

5.25 Gearboxes

Only Rover, Transit, Z.F., Elite, Doug Nash and H2Q gearboxes to be used in standard-built form only. No shortened rear housings. Automatic boxes are permitted; however, any car using an auto box should only be capable of starting in "park" or "neutral".

The new Elite Billet F1 gearbox is not currently permitted for use.

Certain gearboxes may be prohibited at the discretion of the BoC. If in doubt about the suitability of a gearbox, please contact the BoC.

5.26 Brakes

All cars must be fitted with a braking system. The following callipers of ferrous metal construction must be used: Transit, Sherpa/LDV200, Cortina, Fiesta, Sierra, Escort, Volvo, Land Rover, Discovery and Range Rover.

Front Brake Discs to have a maximum diameter of 270mm (10 5/8).

Rear brake discs to have a maximum diameter of 281mm (11").

No carbon fibre and all discs must be made of ferrous material. It is permitted to manufacture, machine, skim, groove or drill the disc and the use of vented or floating discs is permitted.

Brake Pads – Mintex 44s brake pads, stamped with the V8 Hotstox logo and purchased from the BoC, must be used on the front on tarmac for all grades. Shale will remain open.

5.27 Battery

Any 12v battery may be used and must be securely fitted to the chassis of the car to prevent movement in the event of a crash or if the car becomes inverted. There must be a partition made of non-conductive material where the battery and fuel tank are in close proximity to each other.

All cell stoppers must be fitted.

All batteries must be boxed in with a minimum of 2mm steel or aluminium for inside the car boot area or 3mm minimum if outside. All batteries must have the poles/ terminals covered with a non-conductive material.

The Battery cable can run down either side of the car but must be on the opposite side to the fuel line and contact between the two should be avoided at all times.

5.28 Electrical isolation

There must be an electrical isolator / engine kill switch fitted within reach of the driver when strapped in the seat. The switch MUST be marked in such a way that it can be clearly seen by officials, fire marshals etc. When switched off the isolator switch must isolate the electrical system and kill the engine.

All cars must be fitted with a pull cord remote battery switch on the top, left side, rear parcel shelf window which is easily assessable to marshals on the outside of the car.

It should be noted that if an alternator is used, it must be wired in such a way that if the isolator switch or pull cord is operated, it stops the engine.

5.29 Windscreen

The windscreen aperture must be covered in a steel mesh a maximum of 50mm (2") squares and a minimum of 3.2mm (10 gauge); this must be securely fixed (welded) on all four sides, at 50mm (2") intervals.

5.30 Bonnet

All bonnets must fully enclose (i.e. sides and top) the engine compartment and be securely fastened during racing. No fibreglass bodywork of any description is permitted except moulded air scoops on the bonnet.

5.31 Fire Holes

There MUST be a 50mm (2") hole on each side of the bonnet or adequate access.

5.32 Floor

The cab area between the firewalls must have a complete floor. Where the floor is below the level of the chassis rail, It MUST be plated on the outside with minimum 3mm steel plate the full length and width of the feet area and ideally fully welded on all 4 sides, if only 3 sides can be fully welded then the 4th edge must have a 30mm 90-degree fold for extra strength.

All floor area must be fully enclosed to prevent fire and liquids entering the cab.

All cars must meet the following requirements. If a driver's feet are below the main chassis rails, then the floor sides from the back of the foot compartment to the engine bulkhead must be steel minimum 3mm thick and welded in place. If the floor is not fastened to the sump guard, then suitable bracings should be used.

There must be a minimum of 6" gap between the battery and the fuel tank. Inside the cab there must be no gaps except the gearstick hole. The floor below the driver/ seat must be complete, there can be two drain holes permitted either side of the seat maximum of 20mm diameter.

Any exposed rotating parts inside the cab must be panelled in minimum 3mm thick aluminium or 1mm steel.

5.33 Prop Shaft & Safety Loop

Prop shaft is free but must be made of ferrous material. There must be a 5mm (3/16") by 25mm (1") loop formed around the prop shaft and securely welded or bolted to the chassis to contain the prop shaft in the event of a failure.

5.34 Exhaust & Silencers

The exhaust must exit the engine under the main rails and routing is then free. The tailpipe must terminate to the outside of the chassis to prevent the driver being overcome by exhaust fume. All silencers must be adequately fixed to the car, and if a silencer comes off during a race that car may be black-flagged and excluded from the race at the discretion of the Steward. If a silencer cannot be replaced at a meeting, the car can continue to race ONLY at the discretion of the Scrutineer or Steward.

Noise testing may take place.

5.35 Fuel Tank

Fuel tanks must be made of metal and must not exceed 3 gallons 13.6 litres capacity and be securely fixed inside the car with adequate protection, but clear of the body.

To help drivers determine the size of tank L x W x H.
i.e. 300mm x 200mm x 150mm would be as follows.
30cm x 20cm x 15cm = 0.009 x 100, which =9 litres.

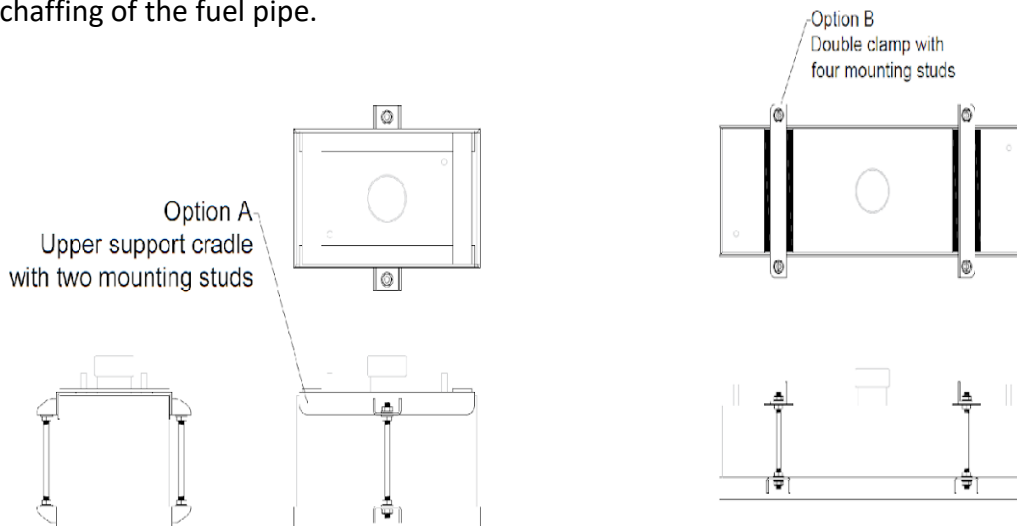
Steel tanks should be a minimum of 1.5mm thick. Aluminium tanks should be a minimum of 3mm thick subject to standard tolerances. Upright tanks should be supported to the rear firewall.

If the tank is fitted between the chassis rails (not on top of the chassis) there must be a sufficient gap each side to allow for the chassis structure to flex on an impact without crushing the tank. The use of fuel absorption tanks is permitted.

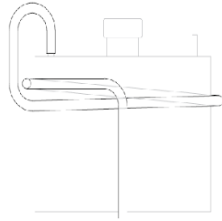
Fuel Tank Mounting Instructions:

The tank should sit in an angle-iron frame. A plate must be welded underneath the frame to prevent underside penetration of the tank. The frame should be slightly bigger than the tank to allow a thin layer of cushioning (ideally rubber) to sit between the frame and the tank.

The tank should be securely fitted or clamped in place (Some examples below) Cushioning should be placed on all surfaces that touch the tank. Care should be taken to ensure that any system used is not over tightened, potentially causing damage to the tank. A stop nut at tank height will prevent this. It is recommended that braided hose be used on the pick-up pipe to allow slight movement and prevent chaffing of the fuel pipe.



The fuel pick-up pipe must exit from the top of the tank i.e. bottom gravity-fed tanks are not permitted. The breather pipe should start by leaving the tank at the top, then part way down it should do a complete circumference of the tank before carrying on down below it. This means that no matter what position or angle your car comes to rest, a part of the pipe is above the fuel level; therefore, it will not leak any fuel.



A one-way non-return valve must be fitted to the tank and be working.

Filler caps must not protrude outside the bodywork and must be of the screw threaded metal type. Jerry can type tops may be used but the original locking pin must be used. "Monza" or taper type caps are not allowed.

Pressurised fuel systems may not be used.

5.36 Fuel Pumps

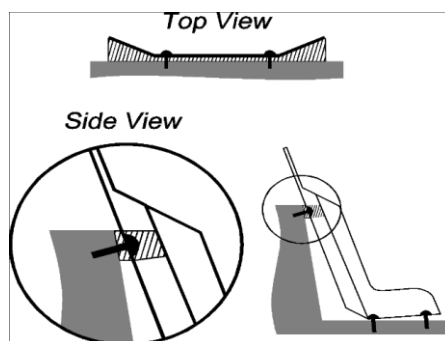
Fuel pumps if fitted in the "boot" area of the car, must be separated from the tank by a firewall of non-conductive material.

5.37 Fuel Lines

A maximum allowance of 75mm (3") of flexible piping is allowed in any one length, though steel braided pipe can be used in any length. Steel braided pipe must be the externally braided type. Where passing through firewalls etc. it must be sleeved to prevent chafing. On the Rover SU the link pipe may remain as the standard British Leyland unit. Where the fuel pipe passes through the cab it MUST be on the opposite side to the battery cable and MUST incorporate a working lever type fuel tap within easy reach of the driver when belted in. The fuel tap shall be clearly marked (fuel tap & on/off) inside the cab. Fuel lines should be securely fixed to the chassis and on either side of the fuel tap to prevent movement.

5.38 Seat

The driver's seat must be in centre line of the chassis main rails + / - 20mm. The driver's seat must be securely mounted to either the floor or chassis at the bottom and at shoulder height at the back. A minimum of 6 bolts should be used to fix the seat. If the seat is not flush against the rear fire wall and requires spacing, then the seat must be fully supported along its full width at the shoulder mounting point. Ideally a 50mm x 5mm strap should be formed to follow the contour of the seat back from one side to the other. This strap should then be fixed by weld or a minimum of 4 bolts to the rear firewall to form a cradle to fully support the seat back (see illustration)



Only a single bucket type seat is permissible of metal or metal framed construction. If the seat does not have a built-in headrest, then one must be fitted. Built in head rests must be supported by a steel frame minimum 25mm x 25mm (1" x 1") box section securely welded to the roll cage or chassis. A minimum 3mm (1/8") thick steel plate must be fitted underneath the seat, welded or bolted to the chassis to protect the driver in the

event of a prop shaft failure. The incorporating of side head restraints into the seat is now mandatory. If used these should be of proprietary manufacture and fitted to the SEAT not to the seat supports or chassis according to the manufacturer's specification with due regard for their height, level and spacing. Homemade head restraints are NOT permitted.

5.39 Safety Harness

Type

The harness must be of at least 5-point configuration to include 2 shoulder straps, 2 lap straps and a crotch strap. Harnesses must have 5 mounting points. Webbing must be a minimum of 75mm (3") except the crutch strap and speciality safety belts, designed to aid the use of a FHRS, where the shoulder strap may be 38mm (1.5").

Installation

Safety harnesses should be fitted according to the manufacturers' instructions and using the fittings supplied. The harness must be secured to the structure of the car and NOT to the seat, via suitably welded brackets of 4mm minimum thickness and 50mm maximum length. The side lap straps should be installed between a pair of bracket plates to create a double shear either side of the belt.

Care should be taken to ensure that the webbing does not chafe on the seat or metal parts of the car.

5.40 Aerofoil

Drivers are reminded that Aerofoils should be constructed and mounted in such a way that should they be involved in a roll-over then exit from either side of the cab is not restricted.

Aerofoils where fitted must not exceed an overall size of 1250mm x 1250mm (49.25" x 49.25"). Side panels must be no more than 1250mm (49.25") long and 610mm (24") high and must be of a metal construction. Only one panel per side is allowed.

The drop on either side plate must be no more than 152mm (6") below the centre panel at any point above the cab entrance. The whole of the aerofoil (sides and centre) must be completely painted in the correct grade colour except for the number, drivers name and sponsor's name.

Under no circumstances should the aerofoil drop below the roof line of the cab when viewed from either side of the cab.

Link Rods from axle to aerofoil are not permitted.

There must be no means of adjustment by the driver to the aerofoil whilst racing.

Aerofoil mounting brackets should be welded above the roll cage cross members, not above the driver's head.

5.41 Roof Colour

Cars fitted with an aerofoil may use the aerofoil to define grade colour.

If no aerofoil is fitted, the roof and pillars must be painted in correct grade colour.

5.42 Race Number

The drivers name should be clearly visible on the car.

A driver's racing number must be clearly displayed on each side of the aerofoil, a minimum of 255mm (10") high, brush strokes minimum 50mm (2") wide, black on white, or white on black, so they are clearly visible from the spectator area. The number must also appear on both sides of the aerofoil and be a minimum 200mm (8") and 25mm (1") brush width, black on a white background. If a number is outlined, the outline must be at least 12mm (½") wide. Should an aerofoil not be used then a roof fin should be fitted to display the driver's

number only. There should also be a number plate in the rear cab" window" displaying the driver's number, with numbers which must be a 120mm (4"), 12mm (½") wide.

REMEMBER: if the lap scorers cannot read your number, you may not figure in the race results.

5.43 Signwriting

There must be no offensive or derogatory signwriting anywhere on the car in the view of the BoC.

5.44 Transponder

All cars must be fitted with a working and compatible transponder. The transponder may be sourced independently but all must comply with the system used. It is required that all drivers must either provide a transponder I.D. number or buy a transponder when applying for a licence.

Transponder readings will be used by Race Control Officials to determine drivers lap times and confirm race positions. A working transponder must be operative on the first lap of a race otherwise the car will not be included in the results. The transponder should be fitted a minimum of 610mm (24") minimum from the front edge of the front bumper and must be mounted so that the transponder has a clear line of vision to the track surface to enable proper function.

Transponders mounted forward of this measurement will not score points and will receive no prize money.

Section 6 – Engine Specification

You may only use a Rover V8 engine. For detailed specification on each variant, please see below:

6.1 Engine sealing

Every engine must be predrilled ready to accept BoC engine seals. Seals can be fitted by the BoC from any point, once the season commences.

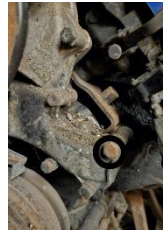
From the 2025 season, the BoC have changed the requirements of engine seals to make it simpler and easier. There must be two inlet manifold bolts drilled on both sides plus one of the main bolts that goes through the front cover into the block with a 2mm hole.



Front of Engine



JE cover



SD1 style Cover

Other aspects of the car or engine may be marked or sealed for the purpose of checking at the discretion of the BoC without notice.

No matter whom the engine builder is, the legality of the engine used is the responsibility of the driver.

The unauthorised removal of any engine seal will immediately deem the engine illegal, regardless of reason.

Should the driver wish to undertake work on an engine that has been sealed and necessitates the removal of seals, then permission must be granted from the BoC prior, this may necessitate the need to arrange a mutually convenient place to undertake a check.

Any permission or information will be documented by the BoC.

6.2 Fuel

All engines must run on standard pump fuel that is available from a minimum of 200 roadside filling stations can be used i.e. petrol. Max 101 octane on the pump scale. All petrol except for that in the tank of the stock car must be carried in a container specifically for that purpose and must be indelibly marked: PETROLEUM SPIRIT, HIGHLY FLAMMABLE.

Samples may be taken at random by the Scrutineer to be sent for analysing. The BoC may randomly choose to supply fuel at a charge, and this will be Shell V Power which has been purchased within 48hrs of the meeting (validated with a receipt). They may also seal, or other engine parts linked to fuel usage.

6.3 Rover 3.5 Engine

6.3.1 Carburetion

Standard type 1 3/4" SU may be used unmodified except throttle needle and spring. Run on valve may be soldered up.

It is not permitted to polish or angle/flow any internal part of the carburettor.

In addition, the Webber 38 DGAS/DGMS may be used with a progressive insulator gasket spacer block of 6mm.

An air-cleaner must be fitted to the carburettor. (air cleaner design or manufacture is free)

6.3.2 Forced Induction

No forced induction of any type is allowed.

Turbo boosters are NOT ALLOWED

Superchargers are NOT ALLOWED.

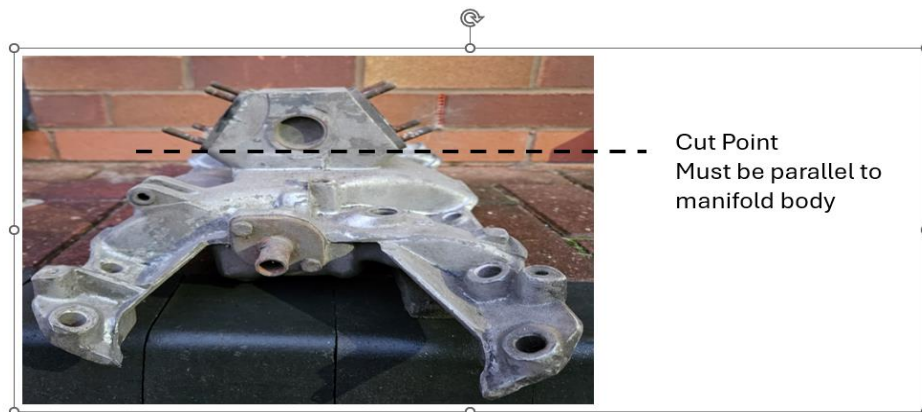
6.3.3 Accelerator

At least two additional throttle return springs MUST be fitted to the accelerator mechanism. The standard springs on the carb, do not count. The accelerator can be operated either a cable or linkage.

6.3.4 Inlet Manifold

Inlet manifold - must be a standard British Rover production unit i.e. no racing or tubular type after market or non-British unit allowed. The inlet manifold may be gas flowed but must strictly remain in one piece and cannot be cut open and welded shut to aid the polishing or porting of inaccessible areas. It is permitted to seal unused waterways using any method. All original casting marks and identifications should remain. Any unit not having these casting marks and identifications will be deemed illegal.

To necessitate the use of the Webber carburettor a standard SU manifold will be required to be cut (see below). This is to allow the use of the BoC provided 16mm adapter plate. This plate must be bolted to the manifold and not welded and must remain as standard. The only modification permitted is to allow the plate to be fitted.



6.3.5 Cylinder Heads

Any cylinder head from a standard British production Rover V8 3.5, 3.9, 4.0, 4.2 or 4.6 engine may be used. They can be gas flowed in any way. Valve guides size is free, and they may be replaced with ones made of any material. Valve spring platforms may be machined so that high lift cams can be used.

Head may be machined to allow wire rings to the combustion chamber sealing face.

Valve seat angles are free.

ARP type studs are permitted.

6.3.6 Cylinder Head Gasket

Head gasket is free, specialist head gaskets that incorporate 'Wills rings' are not permitted.

6.3.7 Valve Springs

Either single or double valve springs can be used, and machining is permitted to enable their use.

6.3.8 Valves

Maximum sizes: Inlet – 40mm (1.575")
 Exhaust – 34.48mm (1.3575")

A manufacturing tolerance of 0.050" will be permitted on these sizes.

Valve stem size is free. You CANNOT use RIM FLOW VALVES, GAS FLOW VALVES OR MASKED VALVES.

Valve spring caps & collets are free but must be of ferrous material.

6.3.9 Rockers

Rockers are free, but no roller tipped rockers are allowed and the rocker arm ratio cannot be more than (1.6-1)

6.3.10 Block

The block may be re-bored to +1.524mm (+0.060") from original size (88.9mm (3.500")). Stroke MUST remain as per manufacturers original (71.12mm (2.800")). Main bearing housings may be line bored to suit over-sized bearings. Cam bearings must be of standard material and standard width. The top of the block may be machined providing the pistons do not protrude above the top of the face by more than 0.38mm (0.015").

Top hat liners may be fitted.

No cross bolted blocks are permitted.

6.3.11 Camshaft, Pushrods and Followers

Camshaft, pushrods and followers are free and can be used with either hydraulic or solid followers.

NO ROLLER FOLLOWERS

6.3.12 Pistons and Conrods

Any metal piston may be used but it must be designed with all 3 rings (I.E 2 compression and 1 oil ring) which must all be fitted.

Pistons may be spot machined for balance and valve cut-outs may be enlarged and deepened so that high lift cams can be fitted. Maximum ring size +1.524mm (+0.060"). Any original Conrods of standard Rover manufacturer may be used and may be minimally spot machined for balance and may be modified for fitment or to accept heavy-duty or oversize bearings and big end bolts. No steel rods are allowed. No polished rods are allowed.

ARP type studs are permitted.

6.3.13 Cranks

Any original standard British Rover production V8 crank may be used and may be modified to allow fitment. All rough casting marks should remain to eliminate excessive polishing. No wedging or knife edging allowed. Tuft riding is permitted. The only permitted work is regrinding to accept oversized bearings and balancing by spot machining only. Excessive spot machining will be deemed illegal.

NO STEEL CRANKS.

If any crank is used from an engine other than the 3.5ltr it must not allow the engine to exceed its stroke of 71.12mm (2.80").

6.3.14 Flywheel

Standard manufactured flywheel as per Rover V8 engine. Steel flywheels may be lightened and balanced but MUST feature a full-sized starter ring gear and a self-starter must be fitted. "Button" flywheels are permitted. NO OTHER ALTERNATIVE IS ALLOWED. Aluminium flywheels are permitted; these shall ONLY be used with a standard Rover clutch and are not permitted when a non-Rover clutch is used. Aluminium button flywheels are not permitted. Cast flywheels may be balanced but must NOT be lightened.

It is permitted to use a One-piece billet steel flywheel with single plate 7 1/4" clutch from suppliers TTV racing (distributed through Competition Supplies) or Turbosport. These must be professionally off the shelf items in standard unmodified form and meet a minimum weight for the flywheel only of 3.4kgs. In addition, the complete flywheel/clutch assembly (flywheel, Clutch basket, back plate, Clutch plate and retaining bolts (excluding any thrust bearing component or flywheel retention bolt) must be a minimum weight of 5.85kgs

IT IS NOT PERMITTED TO MANUFACTURE YOUR OWN FLYWHEEL.

The clutch, clutch plate and flywheel must be made of metal. No other material is permitted.

An original Manual Rover flywheel is permitted in standard form, and it is permitted to use a standard clutch.

Competition supplies and Turbosport flywheels must meet the above specifications.

6.3.15 Clutch

Single plate clutches only are allowed. Race pattern single plate clutches are allowed. Race pattern clutches smaller than 7.25" are NOT permitted. Multi plate clutches are not permitted. Clutches must be able to be checked on Request it is recommended a 13mm (1/2") hole is drilled in the bell housing for ease of checking.

6.3.16 Lubrication System

Oil pump must be of standard type, though up-rated relief valves are permitted. No external oil pumps are allowed. External oil filters and Oil coolers may be used, pipe work must use correct high-pressure fittings.

6.3.17 Sumps

Sumps are free but must be made of ferrous material, all engines must be wet sump. It is permitted to modify the oil pick up pipe to facilitate the above.

6.3.18 Distributors

Distributors must be of the original type as used on the Rover V8 engine. They may be modified to alter the timing advance, and the Vacuum advance may be removed. Only Rover or aftermarket remote modules are allowed. Lumination and Petronix modifications are permitted but no other dual point systems can be used. Distributor based electronic ignition is permitted, however it is permitted to use the Rover remote mounted black box system or aftermarket version., all replacement (i.e. Non-standard) No other engine management systems allowed. Distributor must be in full working order.

6.3.19 Timing Gears

Any type of timing gears can be used.

6.3.20 Fuel Pumps

Either mechanical or electric fuel pumps can be used. If an electric fuel pump is used near the tank, then the electrical connection must be suitably protected to prevent any form of electrical shorting which could result in a fire.

6.3.21 Exhaust Manifolds

Standard cast iron type as fitted to the early 3.5 Rover or the SD1 but cannot be altered in any way.

Tubular Manifolds are permitted. The primary pipe size exiting the cylinder head shall have a maximum outer diameter of 1.50" (39mm). All pipework in the manifold shall be non-adjustable and fully welded.

It is permitted to swage the end of the primary pipes to match where they weld to the exhaust flange.

6.3.22 Front Cover

Any standard front cover can be used in addition to a John Eales front cover.

It is permitted to modify a standard front cover to allow the oil pump to drive from the crank shaft. remote filters and oil coolers are permitted.

6.3.23 Fans

Fans of any type may be used.

Viscose fans must not be drilled and bolted solid.

Electric fans may be used.

6.3.24 Radiator

Any radiator may be used, and the use of expansion tanks is permitted. Any overflow pipes must be directed to the outside of the car and towards the ground, so as to be clear of the driver and passing drivers.

6.3.25 Starter Motor

Any starter including high torque starter motors are permitted.

6.4 Rover 3.9 & 4.2 Engines

As per Rover 3.5 unless otherwise stated.

6.4.1 Block

The engine must be based on a standard British Rover production block. No special edition or motorsport blocks.

The block may be re-bored to +1.524mm (+0.060") from original size to 95.5mm (3.750"). The bore size will be 94mm (3.700")

93.5mm (3.681") blocks were never made as standard and will be deemed illegal.

Block may be decked provided the pistons do not protrude more than 0.381mm (0.015")

Standard main caps and bolts to be maintained or steel caps.

No cross bolted blocks are permitted.

Top hat liners may be fitted.

6.4.2 Crank

The crankshaft must be standard British Rover production with a standard stroke of 71.120mm (for 3.9) or 77mm (for 4.2), no stroking of any kind is permitted. The crank must remain as standard Rover production only, (the early 4.2 crank as produced by Rover with the standard drillings in the side of the journals is permitted). All rough casting marks should remain to eliminate excessive polishing. No wedging or knife edging allowed. Tuft riding is permitted. The only permitted work is regrinding to accept oversized bearings and balancing by spot machining only. Excessive spot machining will be deemed illegal.

NO STEEL CRANKS.

6.4.3 Pistons and Conrods

Standard cast rods from any British Rover production only. No special forged or 6R4 rods are permitted. Polished con rods are not permitted.

Standard cast production pistons 3.9 and 4.2 AE type or equivalent type are permitted. Forged pistons (Omega or equivalent) are allowed. Pistons may be machined to allow accurate fitment when interchanging, such as skirt and deck height.

Up to +0.060" diameter pistons are permitted. All pistons must have 3 rings (1 oil and 2 compression), and all rings must be fitted.

ARP type studs are permitted.

6.4.4 Camshaft, Pushrods & Rockers

Camshaft must be hydraulic with hydraulic lifters and standard non-adjustable push rods. No roller or mechanical lifters allowed.

No roller tip rockers to be used.

"No offset bushing of rocker arms and the standard rocker arm ratio must remain at (1.6-1)

Any camshaft from a British Rover production 3.5, 3.9, 4.0, 4.2 or 4.6 may be used in standard form, providing it does not have a lift of greater than the BoC camshaft. It is not permitted to reprofile a standard camshaft in any way.

The BoC camshaft is stamped to clearly to identify it and has the following specification: Lift Inlet: 0.448" (11.38 mm), Duration 284', Exhaust: 0.464" (11.79 mm), Duration 292'.

7.4.5 Cylinder Heads & Valves

Any cylinder head from a standard British production Rover V8 3.5, 3.9, 4.0, 4.2 or 4.6 engine may be used. These heads should be rough as cast i.e. rough in both ports. Standard valve seat throats must be retained, and no flowing or fettling of any kind is permitted.

Any valve seat angle is permitted. If any alloy material is removed from around the insert, the head will be deemed illegal. Standard cast valve guides will be used in the correct position. A standard reconditioning guide

sleeve can be used. All valve guides must be fitted according to the specification as detailed in appendix a; the use of bullet valve guides is not permitted.

ARP type head studs are permitted.

All valves will be of standard Rover type from any production Rover.

Inlet 40mm (1.575") maximum

Exhaust 34.48mm (1.3575") maximum

No stainless or race type valve of any kind is permitted.

Valve springs with a double wind are allowed and it is permitted to make modifications to permit their use.

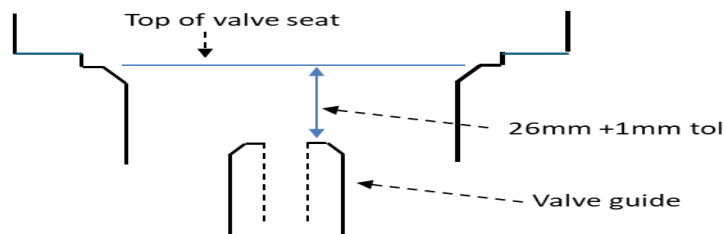
Valve spring caps are free but must be of ferrous material.

Only standard size valve heads may be used.

A manufacturing tolerance of 0.050" will be permitted on these sizes.

You CANNOT use RIM FLOW VALVES, GAS FLOW VALVES OR MASKED VALVES.

Valve guide information!



6.5 Rover 4.0 Engines

As per Rover 3.5 unless otherwise stated.

6.5.1 Block

The engine must be based on a British standard production Rover block. No special edition or motorsport blocks.

The bore size will be 94mm (3.700")

The block may be re-bored to +1.524mm (+0.060") from original size to 95.5mm (3.750").

Block may be decked provided the pistons do not protrude more than 0.381mm (0.015")

Standard main caps and bolts to be maintained or steel caps.

6.5.2 Crank

The crankshaft must be standard production 71.120mm. No stroking of any kind is permitted. The crank must remain as standard Rover production only. All rough casting marks should remain to eliminate excessive polishing. No wedging or knife edging allowed. Tuft riding is permitted. The only permitted work is regrinding to accept oversized bearings and balancing by spot machining only. Excessive spot machining will be deemed illegal.

NO STEEL CRANKS.

6.5.3 Pistons and Rods

As 3.9 & 4.2 engine

6.5.4 Cylinder Heads & Valves

As 3.9 & 4.2 engine

6.5.5 Camshaft & Rockers

As 3.9 & 4.2 engine

Section 7 Points, Scoring and Grading

7.1 General

Points will be scored at all meetings (unless advised in advance) and shall count towards the grading list, the frequency of which shall be determined by the fixture list. Wherever possible grading lists shall consist of a minimum of four meetings. Unless advised otherwise the new gradings will become effective on the first meeting of the new grading period.

4 Superstars plus the world champion and points champion. who shall start at the very back of the grid (one car grade gap for the period of their reign).

7 Red Roof

8 Blue Roof

6 Yellow Roof

remainder of drivers shall be White Roof.

The world champion shall paint his/her wing gold and will also be eligible to race with the number 1 during the period of their reign.

The national points champion shall paint his wing silver for the period of reign.

The British Champion shall paint his wing with a Black and White Chequered design for the period of reign, but the side panel must still be clearly identifiable in their correct grade colour.

The European Champion shall paint their wing with a Red and Yellow Chequered design for the period of reign, but the side panel must still be clearly identifiable in their correct grade colour.

The Whites & Yellows Champion shall paint their wing with a white and Yellow Chequered design for the period of reign, but the side panel must still be clearly identifiable in their correct grade colour.

At no point must the driver's number be obscured.

Drivers joining the V8 Hotstox formula from other formulas will be graded at the highest grade held, or the retiring grade of their previous formula and drivers from junior formulas will initially be graded at white.

Drivers who have not raced for a number of years will generally be graded as previously held. At the discretion of the Grader, variations to this may be made but any decision must be justified.

The BoC will determine the method of grading annually and will appoint an Official Grader. Race points and driver gradings will be determined in accordance with the system set out in this rulebook.

7.2 Roof Colours

The grade colours are:

Star & Superstar	- Bright Red
A Grade	- Blue
B Grade	- Yellow
C Grade	- White
National (or World) Champion	- Gold
National Points Champion	- Silver

Superstars must fit at least one amber flashing light to the roof/aerofoil of their car, which must be in working order. No other flashing lights are allowed.

Gold and Silver may only fit flashing lights if their points signify, they are in the top 6 points.

Novice drivers shall clearly display a large black cross on the rear of their car so other drivers are aware of their inexperience. It is in the interest of the novice driver to make this cross easily visible to the other drivers.

7.3 Points

Heat points: 10-9-8-7-6-5-4-3-2-2-1-1.

Final: 25-20-18-16-14-12-10-8-6-4-2-2

Grand National: 16-13-12-11-10-9-8-7-6-5-4-3

The Final winner will start the grand national at the front of the grid with a lap handicap, if they are graded Blue or above. White and Yellow final winners will take a half lap handicap and start behind the Superstars. If the final winner records a top 12 finish, then they will double any points they may score in the Grand National. A bonus of 5 points will also be given to the final winner if they finish the grand national outside the top 12, but they MUST finish the race.

In the event of a dead heat the drivers will BOTH score full points for the place gained.

Note: *Testing of components/tyres: the BOC are exploring a points system to reward drivers which will be advised in due course.*

7.4 Method of Grading

All drivers, except first year drivers and those returning to racing after a period of retirement (a minimum of 2 grading periods), commence the new season with the grade determined by their performance in the previous season, or at graders discretion.

The grading list will be compiled according to driver's points, though if they have a higher average points than the mean average of the grade above, then they shall be promoted to that grade. Average points shall be the number of points they have scored divided by the number of meetings they have raced at throughout the season.

A driver who wins one final will start at the back of their grade for the remainder of that period and if a driver wins 2 finals within a grading period, they will automatically move up one grade from the next meeting and stay there for the next grading period (irrespective of points scored).

The National Points Champion will be the driver who scores the MOST POINTS in the season, regardless of average. In the event of a tie, the driver with the highest average shall take precedence.

7.5 Up and Downgrading

A driver can only be upgraded by two grades in any grading period.

For a driver to be downgraded, they must have competed (i.e. started a race) in 2 separate meetings within the grading period. Drivers can only drop one grade per grading period and may only drop a maximum of two grades from the highest grade held. Drivers 'cannot be downgraded' position can be reviewed after two years, through the Graders discretion.

Drivers returning to racing after a period of retirement shall return in the grade they retired at; they will be given two grading periods to retain his grade before being considered eligible for down grading.

7.6 Grading List

This will be published as soon as possible after the last meeting in the grading period has run. Drivers who fall into the category of cannot be downgraded because they haven't raced in the grading period will form a separate list outside of the normal grading list. Only drivers who have raced in the season will appear on the list, irrespective if they are registered or not.

The official Grader can use Grader's discretion where they think it is in the best interests of the Club, eg not limited too, but the number of cars within each grade, but any decision will be justified.

Section 8 Championships and Annual Trophies

All annual trophies remain the property of the club, they must be kept in good condition and must be returned upon request. Anyone who does not honor this process will be liable to disciplinary action. Damage to annual trophies may be charged to the holder.

8.1 World Championship: Open to the top 32 drivers who have gained points from a series of qualifying rounds throughout the season (usually one qualifier per track), some qualifying rounds may be undertaken in the previous season. The grid will be closed, formed of the highest point scorer on pole position. In addition, up to 6 overseas entrants will be seeded at the rear of the grid with time trials taking place to determine the positions (availability dependent). Should the reigning World Champion not qualify then they will automatically be seeded onto the back of the grid should they wish.

The World Champion will be the winner of the overall race which will be conducted over 25 racing laps.

Allocation of grid position will be the highest point scorer on pole (inside front) position the second highest alongside, the third highest on row 2 inside etc.

Points for the World Championship Final race shall be as for meeting finals, except for first place where the winner can elect to take 50 points and continue in the meeting or take 75 points and retire from the rest of the World Championship meeting.

To aid splitting drivers who are tied on points to determine grid positions for the World Final precedence shall be given on a driver's highest individual meeting score. Should that not separate a tie then the driver with the highest placing within a final shall take precedence. If still tied a toss of a coin will decide.

8.2 National Points Champion: Open to all drivers throughout the season.

The National Points Champion will be the highest point scorer over the complete season for all point scoring races.

8.3 British Championship: Open to all drivers, the grid will be formed from the top 32 highest point scorers on the day from an increased number of heats. The championship grid will be closed and formed of the highest point scorer on pole position. The British Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.4 European Championship: Open to all drivers at the meeting with the grid formed from the top point scorers. The grid will be closed and formed within grades (highest white grade on pole position) there will be a second grid of non-qualifiers directly behind the qualifiers using national points up to the track car limit (but not less than 30 cars). The European Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.5 Whites & Yellows Championship: Open to any driver who is graded White or Yellow at any time during the season.

The winner will be the highest scoring driver at the end of the season with national points scored from the heats only.

8.6 Under 25's Championship: Open to any driver who is under the age of 25, on 1st January in the year their licence is valid. The grid will be in graded order with the youngest driver on pole, increasing in age.

The Under 25's Champion will be the winner of the overall race which will be conducted over 16 racing laps.

This is normally an additional race outside of the normal meeting and if so, will not attract any national points or qualifying status unless classed as a heat.

In the event of insufficient cars being available for a separate race, then it shall be included into heat 1 with the highest finishing under 25 driver being declared the winner.

8.7 Northern & Midland Championship: Open to all drivers and contested over 2 rounds (one Northern and one Midland track). The Northern and Midland Champion will be the highest point scorer over the 2 meetings using national points.

8.8 National Pairs Championship: Open to all drivers, each driver will be paired up with another (the highest point scorer will be paired with the lowest in graded order using the national points). The National Pairs Champions will be the pair with the highest combined points over a two-day meeting.

8.8 Challenge Series: Open to all drivers and contested over a series of meetings (commencing after the world final meeting and running until the season end). A multiplying system is in place for this series; White grade points will be x3, Yellow grade x2.5; Blue grade x2; Red grade x 1.5 and Superstar x1. (Point will be rounded up (The multiplying system does not count for national points and is only for this championship)). The Challenge Series winner will be the highest point scorer over all of the rounds and will be entitled to display a white and red chequered strip (no more than 300mm wide) down their wing.

8.9 Mintex Trophy: Open to all qualifiers of the meeting final.
The Mintex trophy champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.10 Novice of the Year: Open to any driver in their first year of racing who started the year as a White top. The novice of the year will be the driver who scored the most points from the above criteria at the end of the season using national points.

8.11 Supreme Championship: Open to all qualifiers of the meeting final. The Supreme Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.12 Buxton Gold Cup: Open to all qualifiers of the meeting final. The Buxton Gold Cup Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.13 John Cotterill Memorial: Open to all qualifiers of the meeting final at a track to be selected by the Cotterill family. The John Cotterill Memorial Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.14 Jon Maw Memorial: Open to all qualifiers of the meeting final at a track to be selected by the Maw family. The Jon Maw Memorial Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.15 Brian Jolly Memorial: Open to all qualifiers of the meeting final at a track to be selected by the Jolly family. The Brian Jolly Memorial Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.16 Dave Atkinson Memorial: Open to all qualifiers of the meeting final at a track to be selected by the Atkinson family. The Dave Atkinson Memorial Champion will be the winner of the overall race which will be conducted over 20 racing laps.

8.17 Incarace Gold Cup: Usually the first race of the meeting and open to all available drivers, should there be too many drivers then it will be run as the meeting Final. The grid will be drawn randomly out of a hat with each driver drawing a grid position and the grid formed in closed grid format. The Incarace Gold Cup Champion will be the winner of the overall race which will be conducted over 16 racing laps, unless it is scheduled as the final where it will be 20 laps.

8.19 Ben Fund: Usually the first race of the meeting and open to all available drivers, should there be too many drivers then it will be run as the meeting Final. The grid will formed as per a normal graded heat

8.20 Shootout: *On hold for the 2025 season, will be reviewed at the 2025 AGM*

8.21 Dash for the Cash: An additional novelty race open to all drivers which does not form part of the meeting or carry any national points nor any status. The race is conducted in a closed grid format in graded order, usually over 10 laps. The winner will be the first car over the line.

8.22 *The BoC will have the authority to change the above formats should there be a justifiable reason (which will be communicated beforehand) that cannot be overcome whilst ensuring fairness.*

Section 9 – Disciplinary

9.1 A penalty is generally applied at a race event by the meeting steward, although the BoC may also impose penalties in line with the rulebook. The Steward of the meeting will manage the meeting in association with the BoC. It must be accepted that some instances may go un-noticed or require further review. The steward **MUST** base any decisions within the context of this rulebook.

As an independent club, should you wish to raise a concern or protest, then this should be made by the individual concerned to the chairman or in their absence another member of the BoC at the track within 30mins of the last V8 Hotstox race finishing, unless there is a genuine reason why it could not (for example: a result was not released until after the meeting had finished), who will try to facilitate a solution. They may ask you to also refer this to the meeting steward who will liaise with the club representatives. A resolution may require further investigation and take time.

It must be recognised that club rules differ from formula to formula, and a track cannot remember each variation, so some understanding will be required, and it may take time for the correct fact-based solution to be derived. If a solution cannot be derived at the track, then a driver may be suspended pending a hearing. This will be handled by the BoC, where an outcome will be decided in line with the rulebook. Persons involved may be requested to take part in or provide additional information for a hearing.

Any accused is entitled to make a defence, but it must be a genuine defence to the accusation and not a counter claim.

Any punishment or solution will be communicated to the affected parties in writing stating the details and which rules they are in breach of.

The club will adhere to all GDPR compliance.

As an adult formula, any concern or protest must be raised by the individual concerned and not on behalf of someone. All communication will be direct with the persons concerned and the club will not discuss aspects with other parties. In the event that the person raising the dispute is under the age of 18yrs, they should be accompanied by a parent or guardian.

10.2 Standard PENALTIES

As a club, we have provided guidance on minimum penalties for rules and racing infringements. These may be increased; dependant of the severity and any punishment does not withdraw your right to an appeal.

Category A - Warning

- Not keeping sufficient gap between the grades (too close to next grade)
- Not keeping the correct gap between grades (gap too big to next grade)
- Incorrect start position as per published grid.
- Jumping the start - going before the green flag
- Holding back to create larger gap to gain advantage (single file re-starts)
- Contact before the green flag.
- unnecessary contact with Novice drivers

Repeat offences may result in a race exclusion.

Category B - Docked 2 places (per position gained)

- Unnecessarily cutting of the corners to gain advantage.
- Unnecessarily use of the infield to gain advantage.

Category C - Start at the rear of the grid.

- Incorrect roof colour
- Repeat offence for category A & B

Category D - Race exclusion

- Team racing
- Under/overweight
- Ride height infringement.
- Unsporting Conduct
- Over aggressive driving
- Illegal car movement when under caution
- Repeat offence for category A,B & C

Category E - 3-month racing ban.

- Bringing the sport into disrepute
- Slander in public or social media.
- Social Media abuse
- Verbal abuse (doubled if to an official)
- Endangering others
- Failure to keep control of team members (A team member is someone who is an active part of the team, has access to the race team's equipment, and generally helps the team out at the events).
- Illicit behavior
- Repeat offence of Category C & D

Category F - 6-month racing ban

- Illegal car or engine (following post-race checks)
- Threatening behavior (doubled if to an official)

Category G - 12-month ban

- Refusal of check
- Physical abuse (doubled if to an official)
- Bringing the sport into serious disrepute
- Deliberate damage
- Theft
- Serious incidents (not defined)
- Malpractice

In some cases, the BoC maybe duty bound to report to the police or other official agency details of such incidents which may attract penalties outside of the above standard penalties.

In all cases, these are the minimum guideline penalties and depending upon the severity may be increased as deemed suitable. A penalty may only be reduced through an appeal, but the term will remain the same and the difference will be suspended. The steward of the meeting (in consultation with the BoC) may choose to load a driver up for the remainder of the meeting, which could be pending a full hearing or another penalty.

ALL RACE BANS UNDER 12 MONTHS DURATION ARE FOR THE RACING CALENDAR AND DO NOT RUN THROUGH THE CLOSED SEASON I.e. they only run during the official calendar of fixtures. Whereas a ban of 12 months or more commences from the date of the offence.

IT SHOULD ALSO BE NOTED THAT ALL SUSPENSIONS AND BANS ARE ISSUED UNDER THE ORCi AND THEREFORE COVER ALL ORCi GOVERNED FORMULA'S WHILST IN PLACE AND WILL BE CARRIED OVER.

9.3 Right of appeal

Every driver has the right to appeal a decision, and this rests solely and exclusively with the driver. No other person may register a protest on a driver's behalf.

Should you wish to lodge an appeal, this must be sent to the ORCi, only following official notification of a punishment from the BoC and by including the appropriate fee. You should provide a description of the basis that the appeal is lodged, and you will also be entitled to provide any supporting evidence to back up your claim such as witness statements, videos or photographs. Upon receipt, the ORCi will arrange a date (usually within 2 weeks of your appeal letter) and suitable independent persons to hear the appeal to which you will be informed beforehand, and you have the right to challenge any conflict of interest. You may be requested to appear on the appeal in person to make a statement or answer any questions that may be posed. A representative of BoC will also be entitled to the same. The panel will be furnished with a rulebook and the letter of your ban, which will form the basis to allow them to hear the appeal and make an informed decision based upon fact. You will be informed of the outcome within 48hrs along with a justification of how the outcome has been reached, of which will also be followed in writing for the record.

Note: An appeal is not automatic right and there must be some substantiated evidence to challenge the original decision, otherwise it may be rejected.

Should a driver be deemed to have been incorrectly punished or lodge an appeal which is upheld, and the driver is exonerated of any blame, then a compensation of points will be awarded. Any races or meetings that have been missed will be awarded average points based on the previous grading period meetings that the driver competed.

The appellant will also be entitled to a full refund of their appeal fee from the ORCi.

Under appeal, a sentence may be reduced with the remainder suspended, should the appellant reoffend within the period for which the original sentence applies, then the remainder or suspended element will be added to any new sentence.

Good behavior – a driver may apply for a discretionary return to licence after 2/3rds of a sentence has been served, such returns are not automatic, and should any further misdemeanors occur the remainder of the sentence will be added to any new sentence with no further discretionary reductions applicable. This decision will be made by the ORCi in consultation with the BoC.

9.4 Interpretation of the Rules

Decisions of Officials or BOC on interpretation of the rules pertaining to race procedures, lap scoring or anything else pertaining to racing shall be considered final providing it is in line with this rulebook.

Section 10 – Supplementary information

10.1 Race number - A driver shall be allocated a race number on applying for a licence, should a driver retire, this number will be held for a minimum period of 12 months after which time it may be re-allocated to another driver. The licencing officer will first ensure that the retained driver is not planning a return, if possible.

10.2 Passengers - Are only allowed on the car in the race arena during a presentation lap or a lap of honour at the beginning or the end of a race. In any event, the licencing promoter will give instructions of how this is to be undertaken.

10.3 Driver Punctuality in Starting - To assist with the meeting running, avoid delays and ensure that you don't miss races, you are requested to ensure you are available in accordance with the meeting programme of events or when called upon.

10.4 All petroleum spirit carried, other than that in the tank of the competitor's car, must be carried in a metal or purpose manufactured container bearing words: PETROLEUM SPIRIT - HIGHLY INFLAMMABLE indelibly marked. Each team must have a Dry Powder Extinguisher of 2kg minimum size fully tested/certified which must be within easy reach whilst petrol is being decanted.

10.5 Drivers are required to produce their current Logbook when attending ORCi licensed meetings, as it will be required when they sign in on arrival and when their car is inspected by the scrutineer.

10.6 Drivers will not be permitted to race with plaster casts or any other medical appliance.

10.7 Any driver who has suffered concussion as a result of an incident during a race will not be permitted to engage again in that meeting.

10.8 Behaviour of Drivers Team Members and Family - Irrespective of the circumstances the driver must accept responsibility for ensuring members of his team and family act in an orderly manner whilst they are at an event that is coordinated by the club.

10.09 Sponsorship – the club survives on the support from sponsors. Should a sponsor come forward, then some recognition will be provided (exact details of sponsorship terms to be to be agreed with parties concerned). All sponsorship is for the benefit of the drivers and club and there will be no admin fees removed. Unused sponsorship will be re-allocated to future events in consultation with the sponsor.

10.10 It is not permitted for a driver to consume alcohol or be under the influence of alcohol whilst a meeting is in progress.

10.11 Social media - It is recognised that forums and social media are an ever-common factor in the world we live, and we welcome the use for positive promotion. However, the BoC will not tolerate these forums to be allowed to make any derogatory, slanderous, or offensive comments about any person or persons in connection with the Club under the **Human Rights Act 1998**. Whilst it is not always the owner of such pages that makes comments directly, **Social Media Terms and Conditions** state that it is the owner's responsibility to manage their page appropriately and delete such comments.

10.12 Unless in extreme danger (e.g. fire) you must remain in your car on track or infield at all times.

10.13 It is the driver's responsibility to ensure that current health and safety legislation is adhered to by all team members when in the pits area. Special attention should be given to procedures of the promoting company of each track.

- 10.14** Post race checks – The BoC may choose to undertake post race checks, which could be of any part of the rulebook which will generally be focused around either car or engine compliance. Records will be kept of all checks for major championships. The use of independent specialist with no vested interest may be adopted.
- 10.15** Engine stripping – should a driver have an engine stripped for post-race scrutineering; they will be entitled to a token payment of £150 towards the rebuild cost. This will generally be as a minimum: World final winner, European winner, British Championship winner & National points Champion. The use of independent specialist with no vested interest may be adopted.
- 10.16** General practice or Pre meeting practice (often chargeable) does not fall under the jurisdiction of the club and is deemed a private arrangement between the driver and the staging promoter.
- 10.17** All drivers are advised to fully acquaint themselves with the terms and conditions and insurance terms under which they engage in those test sessions.
- 10.18** Licensing of Competitors - A driver shall not be able to take part in an ORCi Licensed Stock Car Meeting under these regulations until he has been licensed.
- 10.19** Prize money – where possible, the BoC will try to obtain prize money which is generally gained through sponsorship. It is not guaranteed, and a prize schedule will be created from the amount of money gained.
- 10.20** Random alcohol checks may be made using appropriate equipment and any Driver who fails the alcohol test will not be permitted to race, and this will be recorded on the Steward's report.
- 10.21** Doping or using drugs is defined as taking, administering, or use of substances in any form alien to the body, or of physiological substances in abnormal amounts and with abnormal methods. Various psychological measures to increase performance in sport must be regarded as doping.
- 10.22** Car Compound - Should a driver be involved in a serious incident, the BoC or staging promoter may decide the car needs to be placed in a secure compound pending further assessment.
- 10.23** Results - The results as provided by the track from each race will be published at the meeting on the whiteboard. The results will be checked and verified and if necessary, amended at the earliest opportunity.
- 10.24** Control parts - (tyres, brakes & camshafts) must be pre-ordered with the BoC and paid for in advance of receipt. Should a driver require parts on a race-day, the debt becomes immediately due and must be settled within 5 days.
- 10.25** Payment of debts - Should a driver owe the club any money, this becomes payable on demand, should a driver not fulfil this demand they will immediately be suspended from racing until the debt is settled.
- 10.26** Attendance money – as a trial for the 2025 season, each full member will be awarded £10 attendance money. A driver must start the meeting (i.e. take part in at least 1 race). *This may be reviewed at any point through the season.*
- 10.27** Payments – any start or prize money owed to a driver will be paid via bank transfer as soon as possible after each grading period.
- 10.28** Pay to race – all drivers are required to pay a fee of £25 to the staging promoter to compete at a meeting, this fee includes 1 mechanics entry to the meeting.

10.29 Prize giving – there will generally be an annual awards ceremony and prize giving event at the end of a season (usually in January of the following year). This event is an official club event where the emphasis is a celebration, however it should be noted that attendees are bound by club rules and any misdemeanours may attract disciplinary action, so please have mutual respect for others. This event is hosted with the support of purchased tickets and sponsorship, The event may be used to generate additional income for the club.

10.30 Official Club events – Any official Club organised event (not restricted to a race meeting) falls under the rules of the club.

10.31 Unofficial events – Whilst local promotion is great, the Club will not be held accountable for any liability arising from such an event that an individual undertakes without their prior knowledge and agreement of the Club (Example: a driver takes their car to a local show, without the endorsement or consent of the Club)

10.32 BriSCA V8 Hotstox intellectual property – the use of the Clubs name and any branding must be used in a positive and proactive way that in no way bring the formula or its reputation into disrepute. The club may take action against anyone who disregards this principle.

END.

