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# CONSTRUCTION RULES AND REGULATIONS 2015

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NATIONAL SUPER RODS ARE AN INDEPENDENT FORMULA, PROMOTED BY NATIONAL SUPER ROD RACING UK, RAN WITH HELP OF THE DRIVERS, THE OBJECT OF THE FORMULA IS TO GIVE, FAST NONCONTACT RACING, AT MINIMAL COST.

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## **VIOLATIONS**

WHEN REFERRING TO THE ENGINE, OR CONSTRUCTION, RULES AND REGULATIONS, THE PRINCIPLE WILL ALWAYS BE: UNLESS PERMISSION IS SPECIFICALLY GRANTED TO MAKE MODIFICATIONS, NOTHING MAY BE DONE TO ALTER OR CHANGE, IN ANY WAY, THE STANDARD PARTS. UNLESS THESE RULES STATE YOU CAN DO IT, **YOU CANNOT DO IT.**

ALL PRODUCTION CAR AND ALL ENGINE SPECIFICATIONS WILL BE TAKEN FROM THE TECHNICAL SERVICE DATA BOOK FOR THE CARS AS PUBLISHED BY GLASS'S GUIDE SERVICE LIMITED UK EDITION.

## **INSPECTION**

THE BOARD RESERVES THE RIGHT TO INSPECT ANY CAR OR ENGINE AT RANDOM. ANY VIOLATION MAY RESULT IN SUSPENSION FROM RACING OF THE DRIVER CONCERNED. REFUSAL TO SUBMIT TO A BOARD SANCTIONED REQUEST WILL RESULT IN AUTOMATIC SUSPENSION. CARS PLACED IN MAJOR CHAMPIONSHIPS WILL BE SUBJECT TO POST-RACE SCRUTINEERING.

NOTE: IN THE EVENT OF THE LEGALITY OF PARTS BEING DISPUTED, THEY MUST BE LEFT WITH A BOARD OFFICIAL OR BOARD APPOINTED SCRUTINEER FOR FURTHER INSPECTION. FAILURE TO COMPLY WITH THIS WILL RESULT IN THE OFFENDING PART BEING RULED ILLEGAL. THE ABSENCE OF CASTING MARKS RENDERS PARTS ILLEGAL.



**DEFINITIONS USED IN THESE REGULATIONS:**

REAR WHEEL DRIVE CARS – CARS WHICH, WHEN ORIGINALLY PRODUCED, WERE REAR WHEEL DRIVE.

**SPACE/SEMI SPACE FRAME CARS** – CARS, WHICH ARE, BASED ON MODELS WHICH, ORIGINALLY PRODUCED, AND WERE FRONT WHEEL DRIVE CARS.

**1 CAR MODELS**

ONLY SALOON OR COUPE TYPE CARS WITH A MINIMUM LENGTH OF 14 FEET ARE PERMITTED. WHILE THE BOARD ARE KEEN TO ENCOURAGE NEW MODELS ON THE TRACK, ANY DRIVER MUST CONTACT THE BOARD OF NATIONAL SUPER ROD RACING UK. THE DECISION TO INCLUDE ADDITIONAL MODELS WILL BE MADE WITH THE INTERESTS OF THE SPORT AS THE FUNDAMENTAL GUIDELINE.

**2 ENGINES TYPE ALL CARS**

- A) ALL REAR WHEEL DRIVE CARS.
- B) SPACE /SEMI-SPACE FRAME FRONT TO REAR WHEEL DRIVE CONVERSIONS MUST USE 2.8, 2.9 OR 3.0 FORD V6 ENGINES.

DRY SUMPS ARE **NOT** PERMITTED.



### **POSITION**

- A) REAR WHEEL DRIVE CARS. ENGINE POSITION MUST NOT EXTEND FURTHER BACK THAN THE WINDSCREEN BOTTOM APERTURE AGAINST THE REAR FACE OF THE ENGINE BLOCK. WHEN VIEWED VERTICALLY. TO ENABLE THIS TO BE CHECKED, A HALF-INCH HOLE MUST BE DRILLED IN THE BOTTOM EDGE OF THE FURTHEST FORWARD POINT OF THE LOWER WINDSCREEN APERTURE.
- B) SPACE/SEMI-SPACE FRAME FRONT TO REAR WHEEL DRIVE CONVERSIONS, ENGINE MUST NOT EXTEND FURTHER BACK THAN THE WINDSCREEN BOTTOM APERTURE AGAINST THE REAR FACE OF THE ENGINE BLOCK. WHEN VIEWED VERTICALLY. TO ENABLE THIS TO BE CHECKED, A HALF-INCH HOLE MUST BE DRILLED IN THE BOTTOM EDGE OF THE FURTHEST FORWARD POINT OF THE LOWER WINDSCREEN APERTURE.

### **THE FOLLOWING MODIFICATIONS ARE PERMITTED IF REQUIRED**

#### **CARBURETION**

THE CARBURETION BODY MUST BE OF THE TYPE MANUFACTURED IN STANDARD FORM FROM THE ENGINE USED. **IT MUST REMAIN IN STANDARD FORM, AND IN ITS ORIGINAL POSITION, AND MUST NOT BE MODIFIED IN ANY WAY.**

CHANGING OR DRILLING JETS AND EMULSION TUBES IS FREE.



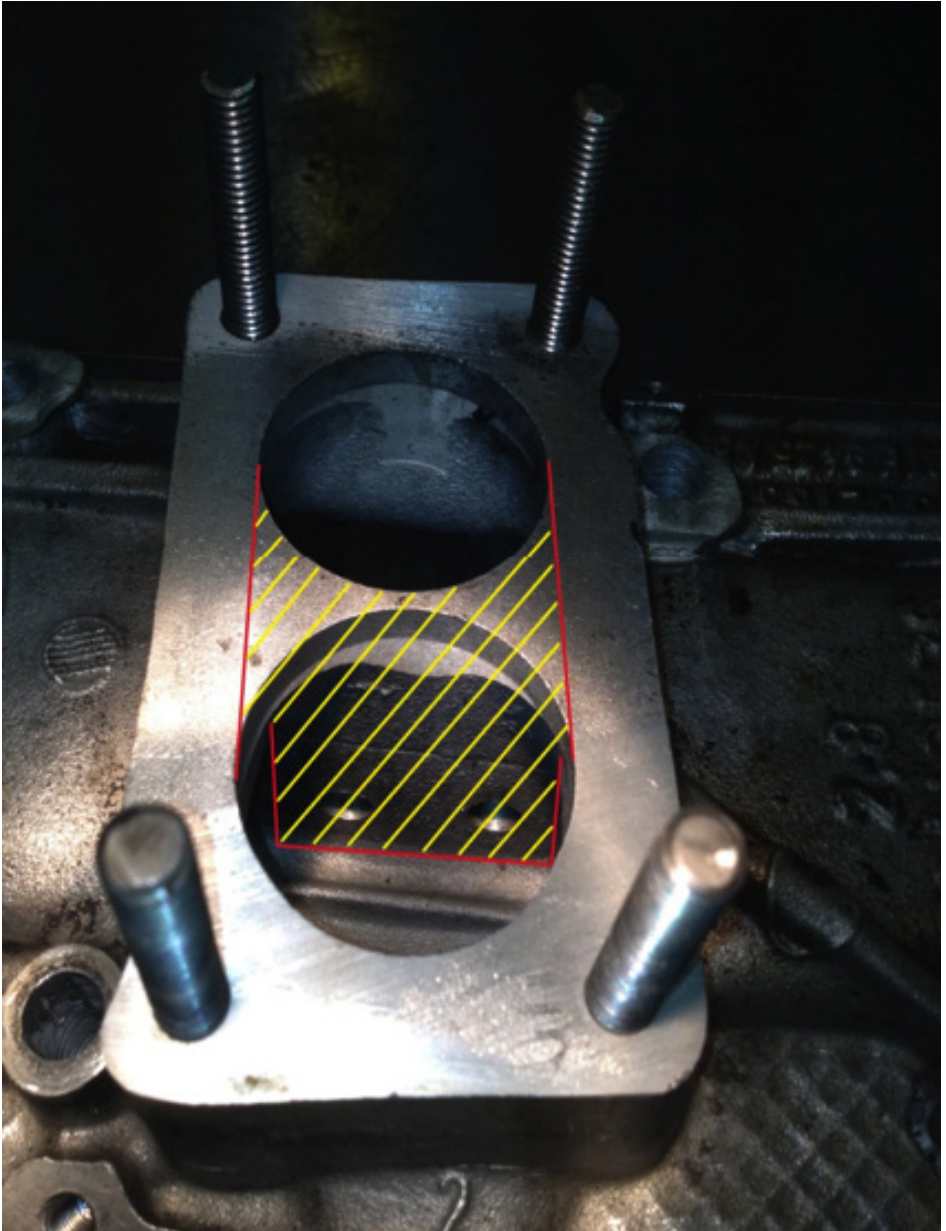
FOR FORD 2.8, 2.9 & 3.0 LITRE ENGINES, THE SOLEX GRANADA 2.8 CARBURETTOR OR WEBER 38 DGAS OR 38 DGMS, OR PIERBURG/SOLEX 28 EET GRANADA CARBURETTOR MAY BE USED GRANADA OR SIERRA INLET MANIFOLD TO BE USED.  
THE WEBER 40 DFAV OR DFA MAY BE USED.

CARBURETTOR TO INLET MANIFOLD SPACERS CAN RANGE FROM 0MM – 30MM, BUT MUST REMAIN IN ORIGINAL POSITION.

### **INLET MANIFOLDS**

INLET MANIFOLDS **MUST REMAIN AS STANDARD MANUFACTURER'S EQUIPMENT** 2.8, 2.9 & 3.0 ENGINES AND MUST REMAIN IN THEIR ORIGINAL POSITION. REMOVAL OF MATERIAL IS PERMITTED, BUT NO ADDITIONS. PORT MATCHING AND POLISHING IS ALLOWED.

2.9 ENGINES TO USE 2.8 INLET MANIFOLDS REMOVAL OF MATERIAL IS PERMITTED. (BOLT HOLES MAY BE MOVED FOR FITTING). REMOVAL OF CENTRE DIVIDING WEB IS PERMITTED, AS FAR AS THE TANGENT OF THE RADIUS OF THE EXISTING MAIN BODY OF THE INTERNAL CHAMBER AND FLUSH WITH THE EXISTING INTERNAL BASE OF THE CHAMBER.



REMOVAL OF YELLOW HATCHED AREA ONLY ALLOWED BETWEEN RED LINES.



**CYLINDER HEADS**

FORD 2.8, 2.9 & 3.0 V6

MUST BE OF THE TYPE MANUFACTURED TO THAT ENGINE AND MUST RETAIN THEIR ORIGINAL CONCEPT. THEY MAY BE POLISHED, SKIMMED AND VALVES MAY BE CHANGED. ANY VALVE GUIDE MAY BE USED, BUT MUST OCCUPY THE ORIGINAL POSITION. COMPETITION VALVE CAPS MAY BE USED. THE FITTING OF DOUBLE VALVE SPRINGS IS PERMITTED. ONLY TWO VALVES PER CYLINDER ALLOWED. ROCKER GEAR IS FREE. MATCHING OF PORTS TO INLET MANIFOLD. DOUBLE VALVE SPRINGS MAY BE USED. THREE ANGLE VALES ARE PERMITTED ON ALL TYPES OF HEADS.

**CAMSHAFT / TIMING GEARS**

FREE





## **BLOCK / PISTONS**

### 2.8 & 3.0 V6

A MAXIMUM OVER BORE OF 60 THOU WILL BE ALLOWED ON ALL UNITS. PISTONS MUST REMAIN STANDARD EXCEPT THAT THE POWERMAX OR EQUIVALENT MAY BE USED AS A REPLACEMENT AND VALVE POCKETS MAY BE RELIEVED. PISTONS MAY BE SKIMMED. CONNECTING RODS AND CRANKSHAFTS AND ALL BOTTOM END COMPONENTS MUST REMAIN AS MANUFACTURED ITEMS WITH NO SPECIAL REPLACEMENTS (I.E. BILLET STEEL CRANKS, BILLET STEEL CON RODS ETC.) PISTONS MUST NOT PROTRUDE THE FACE OF THE BLOCK. BLOCKS MAY BE SKIMMED.

### 2.9 V6

ANY 2.9 V6 COLOGNE TWO VALVES CYLINDER U.K. SPEC ENGINE. (NO PARTS PERMITTED FROM THE 24 VALVE ENGINE). ONLY ENGINES OF A TYPE MANUFACTURED ON A FULL PRODUCTION BASIS ARE ALLOWED. NO HOMOLOGATION SPECIALS OR LIMITED SUPPLIES OF SPECIALISED VEHICLES- THIS INCLUDES RESEARCH AND DEVELOPMENT UNITS. A MAXIMUM OF 60 THOU WILL BE ALLOWED ON ALL UNITS, CONNECTING RODS AND CRANKSHAFTS AND ALL BOTTOM END COMPONENTS MUST REMAIN AS MANUFACTURED ITEMS NO SPECIAL REPLACEMENTS.  
**(I.E. NO STEEL CRANKS AND CON RODS ETC.)**

PISTONS MUST NOT PROTRUDE THE FACE OF THE BLOCK.  
BLOCKS MAY BE SKIMMED.

STANDARD 2.8 PISTONS MAY BE USED (2.8 PISTONS MAY BE MACHINED FLUSH WITH THE TOP OF THE BLOCK OR LOWER, PISTON SKIRTS MAY BE MACHINED FOR CLEARANCE ONLY.)





**ALL ENGINES**

**ALL CRANKS AND RODS MUST BE AS FITTED TO ORIGINAL ENGINE FORMAT (I.E. NO 2.8 CRANKS AND RODS FITTED INTO 2.9 ENGINE OR ANY OTHER COMBINATIONS.)**

REPLACEMENT CONNECTING ROD NUTS AND BOLTS MAY BE CHANGED (I.E. ARP.)

PISTONS CONNECTING RODS CAN BE BALANCED BY SPOT MACHINING ONLY, ONE ROD AND PISTON MUST REMAIN STANDARD. CRANKSHAFTS MAY BE BALANCED, SPOT MACHINING (I.E. GRINDING, DRILLING, MILLING AND ADDING OF WEIGHT TO ORIGINAL CRANK WEIGHTS ONLY.)

**NO POLISHING OR LIGHTENING OF RODS AND CRANKS.**

**NO ALUMINIUM SUMPS ALLOWED**

**NO TURBO CHARGERS, SUPER CHARGERS OR FUEL INJECTION ALLOWED**

**ELECTRONIC MANAGEMENT SYSTEMS NOT ALLOWED**

**NO ALUMINIUM CROSS MEMBERS OR HUBS.**



### **CATCH TANKS**

ALL CATCH TANKS, CAPABLE OF ACCEPTING ANY SURPLUS OIL OR FUMES FROM THE ENGINE AND GEARBOX MUST BE FITTED WITHIN THE ENGINE COMPARTMENT. THERE MUST BE A HOSE OR SIMILAR CONVEYANCE FITTED TO FEED THE ENGINE AND THE GEARBOX TO THE CATCH TANK. THE TANK SHOULD BE EMPTIED BETWEEN RACES.

### **COOLING SYSTEM**

ALL RADIATORS AND COOLING CONTAINERS MUST BE FIXED FORWARD OF THE FRONT BULKHEAD. ALL RADIATORS MUST BE FITTED WITH A PRESSURISED CAP, AND MUST BE PRESSURISED. AN EFFECTIVE FIREWALL MUST ALWAYS BE FIXED BETWEEN THE RADIATOR AND THE DRIVER.

### **FUEL**

ALL FUEL TANKS TO BE FITTED BEHIND THE DRIVER, A MINIMUM OF 12 INCHES FROM ANY EXTERNAL PANEL. ALL FUEL TANKS MUST OCCUPY A SEPARATE COMPARTMENT. ALL FUEL TANKS MUST HAVE A POSITIVE MEANS OF FIXING.

FILLER CAPS MUST NOT BE PRONE TO SPILLAGE. NO PUSH-ON TOPS ALLOWED. FUEL LINES MUST BE METAL OR APPROVED REINFORCED MATERIAL. TANKS MUST BE FITTED WITH A VENT PIPE.

**THE FUEL SYSTEM MUST INCORPORATE AN ON/OFF TAP WITHIN EASY REACH OF THE DRIVER AND MUST BE INDICATED BY A SUITABLE SIGN.**

FUEL TANKS MUST BE A MAXIMUM OF **5 GALLONS**. ROADSIDE FUEL ONLY TO BE USED. NO ADDITIVES ALLOWED WITH THE EXCEPTION OF OCTANE BOOSTERS. **NO AVIATION FUEL PERMITTED.**



### **BATTERIES**

BATTERIES MUST BE BOLTED OR CLAMPED DOWN IN AN UPRIGHT POSITION, USING A MATERIAL, WHICH WILL NOT SHORT OR ROT DUE TO ACID CONTAMINATION, AND MUST BE COVERED, BY SOME RUBBER OR ACID-PROOF MATERIAL. BATTERIES MUST BE SITUATED AWAY FROM THE DRIVERS SAFETY HARNESS, SO THAT ACID FUMES CANNOT ROT THE STRAPS. A BATTERY LEAD MASTER SAFETY SWITCH MUST BE FITTED EXTERNALLY ON THE NEAR SIDE OF THE CAR IN THE VICINITY OF THE REAR WINDOW SILL AND **MUST** BE DENOTED BY A STANDARD ELECTRICITY-DANGER SIGN, FOR LOCATION BY SAFETY MARSHALS.

### **STARTERS**

THESE ARE COMPULSORY AND **MUST** BE IN GOOD WORKING ORDER.

### **TRANSMISSION**

THE GEARBOX IS FREE AND MAY BE ALTERED. ADAPTER PLATES ARE ALLOWED TO FACILITATE THE FITTING OF MASS-PRODUCTION GEARBOXES. AUTOMATIC GEARBOXES MAY BE USED, OR REPLACED BY A MANUAL GEARBOX. STANDARD CASING AND SHIFT METHOD ONLY (I.E.; TYPE 9).



**QUICK-CHANGE RATIO TYPE GEARBOXES SUCH AS THE HEWLAND/  
DOUG NASH SPECIALIST BOXES ARE NOT PERMITTED.**

**REAR AXLE**

REAR AXLES ARE FREE, FITTED WITH FREE, LOCKED, POWERLOK OR LIMITED SLIP DIFFERENTIALS.

**NO NASCAR TYPE DROP GEAR, QUICK CHANGE TYPE OF AXELS  
PERMITTED. NO REAR WHEEL STEERING.**

**EXHAUSTS**

EXHAUST MANIFOLDING IS FREE, STANDARD CAST OR FABRICATED MANIFOLDS MAY BE USED, BUT WHEN MANIFOLDS TERMINATE INTO SINGLE PIPE, THIS MUST TERMINATE WITHIN 6 INCHES OF FRONT OF THE REAR WHEELS. PIPES MUST BE A MINIMUM OF 36 INCHES LONG.

QH3002, QH8325 MUST BE FITTED ON BOTH SIDES.

AX891, FORDSON TRACTOR BOX E1ADDN5230A, ONE EACH SIDE.

A JETEX SUPER U316335, 2.5 INCH, OR TERBO TIGHT Y307600, 3 INCH. ALL SYSTEMS MUST HAVE A MINIMUM OF 10 INCH TAIL PIPE.

WHEN SYSTEMS TERMINATE AT THE SIDE OF THE CAR, THEY MUST BE ANGLED DOWNWARDS.

EXHAUST NOISE MUST BE REDUCED BLOW **95 DECIBELS** @3/4 MAX ENGINE REVS.



## **SUSPENSION**

- A) REAR WHEEL DRIVE CARS ONLY – NO INDEPENDENT SUSPENSION UNITS TO BE USED WHERE NOT FITTED AS STANDARD. COMPETITION PARTS MAY BE USED BUT NO ALUMINIUM STRUTS. FOUR OR FIVE LINK REAR SUSPENSION IS ELIGIBLE FOR USE. THIS ALSO APPLIES TO THE USE OF LIVE AXLE WHERE NOT FITTED AS STANDARD. THE FLOOR PANELS MUST REMAIN COMPLETE THROUGHOUT AND ONLY 2 HOLES WITH A DIAMETER OF 6 INCHES ARE ALLOWED TO PASS THINGS THROUGH. ADJUSTABLE SHOCK ABSORBERS MAY BE FITTED ON ALL WHEELS. ADJUSTABLE PLATFORMS MAY ALSO BE FITTED, BUT NO ACTIVE RIDE SYSTEMS. **SHOCK ABSORBERS FITTED WITH SEPARATE RESERVOIRS ARE NOT PERMITTED. SHOCK ABSORBERS/ROLL BARS THAT CAN BE CONTROLLED FROM DRIVER’S POSITION ARE NOT PERMITTED.**
- B) SPACE/SEMI SPACE FRAMED CARS – COMPETITION PARTS MAY BE USED. BUT NO ALUMINIUM STRUTS. ADJUSTABLE SHOCK ABSORBERS MAY BE FITTED ON ALL WHEELS. ADJUSTABLE PLATFORMS MAY ALSO BE FITTED. **BUT NO ACTIVE RIDE SYSTEMS. SHOCK ABSORBERS FITTED WITH SEPARATE RESERVOIRS ARE NOT PERMITTED. SHOCK ABSORBERS/ROLL BARS THAT CAN BE CONTROLLED FROM THE DRIVING POSITION ARE NOT ALLOWED.** CARS MAY BE ADAPTED TO TAKE WISHBONE SUSPENSION AND/OR MACPHERSON STRUTS.



## **BRAKES**

BRAKES MUST BE EFFECTIVE ON ALL FOUR WHEELS.

**PARKING BRAKES ARE COMPULSORY.** COMPETITION AND ALUMINIUM CALLIPERS ARE PERMITTED. ADJUSTABLE BIAS PEDAL BOX IS ALLOWED.

## **WHEELS**

A MAXIMUM WHEEL DIAMETER OF 13". THE MAXIMUM WHEEL WIDTH IS 10", BUT MUST NOT PROTRUDE BEYOND THE WHEEL ARCHES (SEE RULES ON TYRES AND BODY). WHEEL CENTRE OR RIMS MAY NOT BE REVERSED.

**NO NON-FERROUS METAL HUBS I.E. ALUMINIUM, TITANIUM, ETC.**

## **TYRES**

TYRES ARE FREE BUT MUST BE OF THE TYPE OF AVON A10 9.0/20.0-13 HOT ROD OVAL SLICK

HOOSIER12 - 9.0/20.0-13 SLICK

NIRON 9.0/20.0-13 SLICK

## **ROLL CAGE**

**A) NO ALUMINIUM ROLL CAGES ARE PERMITTED.**

REAR WHEEL DRIVE CARS - A ROLL CAGE MUST BE SECURELY WELDED AND BOLTED TO THE FLOOR AND/OR CHASSIS PROVIDING THAT THE FLOOR IS ALSO SECURELY ATTACHED TO THE CHASSIS. ALL TUBES MUST BE OF STEEL AND BE A MINIMUM 1-1/4" (32MM) DIAMETER 10SWG (3MM) THICK OR 1-1/2" (38MM) DIAMETER 12SWG (2.5MM) THICK, AND ALL JOINTS MUST BE FIRMLY WELDED OVER AT LEAST 90% OF THE AREA. RAC ROLL CAGES ARE PERMITTED. A HOLE 1/8TH" (3MM) MUST BE DRILLED IN THE ROLL BAR ON THE NEARSIDE FRONT UPRIGHT APPROXIMATELY 6" ABOVE THE FLOOR FACING INWARDS, SO THAT AN INSPECTION CAN BE MADE OF THE TUBE THICKNESS.



**ROLL CAGE CONT.**

TWO HORIZONTAL 'CHICKEN BARS' MUST BE FITTED (AS ABOVE THICKNESS ON THE ROLL CAGE), ON THE DRIVER'S SIDE BETWEEN THE DRIVER AND THE DOOR AT APPROXIMATELY KNEE HEIGHT TO MINIMISE INJURIES DUE TO A COLLISION BY ANOTHER CAR INTO THE DOOR. IF THESE BARS CAN BE CURVED INTO THE DOOR PANEL, THEY WILL AFFORD BETTER PROTECTION. AT LEAST ONE 'CHICKEN BAR' MUST BE FITTED TO THE PASSENGER DOOR. ALL ROLL BARS THAT CAN COME INTO CONTACT WITH THE DRIVER'S HEAD MUST BE PADDED FOR GREATER PROTECTION, AND IT IS WISE TO PAD OTHER BARS, WHICH ARE CLOSE TO THE DRIVER'S BODY. A MINIMUM OF ONE DROP BAR MUST BE FITTED FROM THE REAR OF THE ROLL CAGE TO THE PARCEL SHELF. ALL 'CHICKEN BARS' MUST BE FIXED TO THE ROLL CAGE. WHEN THE FRONT CAGE PROTRUDES THROUGH THE FRONT BULKHEAD, TWO BARS ONLY ARE ALLOWED AND MAY BE FITTED TO THE TOP OF THE SUSPENSION STRUTS. ONE BAR IS PERMITTED BETWEEN FRONT SUSPENSION TURRETS.



**B) NO ALUMINIUM ROLL CAGES ARE PERMITTED.**

SPACE /SEMI SPACE FRAMED CARS – AS ABOVE WITH THE MANDATORY AMENDMENT THAT ALL TUBING MUST BE 1-1/2” (38MM) DIAMETER 12SWG (2.5MM) THICK STEEL.

THERE MUST ALSO BE ONE DASH TUBE FROM LEFT TO RIGHT, JOINING THE FRONT UPRIGHTS, AND ONE TUBE FROM LEFT TO RIGHT, BEHIND THE DRIVER’S SEAT, JOINING THE REAR UPRIGHTS.

**FLOOR**

A) REAR WHEEL DRIVE CARS – THE FLOOR PAN MUST BE COMPLETE IN THE DRIVER’S COMPARTMENT. A FIRE WALL MUST SEPARATE THE ENGINE FRONT AND FUEL TANK REAR FROM THE DRIVER. TWO HOLES OF A MAXIMUM 2” DIAMETER MUST BE INCORPORATED INTO THE LOWEST PART OF THE LOCATION OF THE FUEL TANK FLOOR TO ALLOW ANY SPILLAGE OF PETROL TO ESCAPE.

B) SPACE/SEMI SPACE FRAME CARS – A COMPLETE STEEL FLOOR MUST BE FITTED TO THE DRIVER’S COMPARTMENT. A FIRE WALL MUST SEPARATE THE ENGINE FROM THE DRIVER, AND THE FUEL TANK FROM THE DRIVER. TWO HOLES OF A MAXIMUM 2” DIAMETER MUST BE INCORPORATED INTO THE LOWEST PART OF THE LOCATION OF THE FUEL TANK FLOOR TO ALLOW ANY SPILLAGE OF PETROL TO ESCAPE.





### **SEATS**

ALL SEATING AND INTERIOR TRIMMING MUST BE REMOVED EXCEPT FOR THE DRIVER'S SEAT. THE DRIVER'S SEAT MUST BE FIRMLY FIXED OR BOLTED DOWN WITH TOP SUPPORT ON THE SEAT. NO WOOD OR EASILY BREAKABLE MATERIALS TO BE USED FOR FIXING. A HEAD RESTRAINT IS COMPULSORY IN NOT BUILT INTO THE SEAT. SEATS MUST COMPLY WITH GUIDE LINES ISSUED PERIODICALLY BY THE BRITISH OVAL RACING SAFETY EXECUTIVE. (BORSE).

### **SCREENS**

WINDSCREENS MAY ONLY BE LEFT IN IF THEY ARE LAMINATED OR PERSPEX TYPE. WHERE WINDSCREENS ARE LEFT IN PLACE, FULLY OPERATIVE WASHERS AND WIPERS MUST BE FITTED. PERSPEX VISORS OR MESH NETTING IN FRONT OF THE DRIVER IS PERMITTED FOR PROTECTION. ALL GLASS MUST BE REMOVED FROM THE OUTSIDE OF THE CAR'

**PERSPEX/POLYCARBONATE REAR QUARTER-LIGHTS COMPLETE WITH THE DRIVERS NAME, ARE MANDATORY. LETTERING SHOULD BE A MINIMUM OF 3" (75MM) HIGH CAPITALS.**

### **BODY**

CAR BODIES MUST BE MADE OF STEEL OR KEVLAR, BUT DOORS, BONNET, BOOT LID, WINGS AND SPATS MAY BE MADE OF FIBREGLASS OR FIBREGLASS MIX. **FOAM FILLED PANELS ARE NOT PERMITTED.**

2 INSPECTION HOLES MUST BE DRILLED INTO THE SILLS TO CHECK THE THICKNESS, MAXIMUM 16SWG (1.5MM). THE MAXIMUM WIDTH PERMITTED FOR ANY CAR IS 78" (1981MM) AT ITS WIDEST POINT.



WINGS AND SPATS IN PARTICULAR MUST NOT BE TOO STRONG AND SCRUTINEERS WILL REFUSE CARS WHICH THEY FEEL ARE OUTSIDE THE SPIRIT OF THE RULES. BONNET AND BOOT LID MUST HAVE A SECONDARY FASTENING. REAR DOORS MUST BE BOLTED OR WELDED SHUT. FRONT DOORS MUST HAVE A SECONDARY FASTENING, IN ADDITION TO THE DOOR LOCK, IF THEY ARE NOT WELDED SHUT. A ¾" METAL UPRIGHT TO BE WELDED OR BOLTED INTO THE WINDSCREEN APERTURE, ONE THIRD OF THE WAY ALONG THE APERTURE FROM THE DRIVER'S SIDE. ALL TYRE RUBBER MUST BE COVERED BY SPATS OR WING FAIRINGS. THE FOUR-DOOR BODY SHELL ON THE FORD SIERRA MAY BE SUBSTITUTED FOR THE TWO DOOR MODEL. ANY CAPRI BODY SHELL MAY BE USED. THE ASSOCIATION MUST FIRST APPROVE ANY CAR CONVERTED FROM FOUR DOORS TO TWO DOORS. REPLACEMENT OF THE REAR WINGS AND BODY PANELS IS PERMITTED, **PROVIDING THE CAR RETAINS THE STANDARD SILHOUETTE IN SIDE ELEVATION. IF THE STEEL PANELS OR ARCHES/SPATS ARE USED, THESE MUST HAVE THE EDGES FOLDED TO ELIMINATE SHARP EDGES.** FRONT SILHOUETTE MUST REMAIN SYMMETRICAL, NO RADICAL OFFSET. FRONT PANELS MUST RETAIN THE STANDARD MANUFACTURES GRILL AND HEADLAMP APERTURES, EITHER IN ORIGINAL OR REPLICA FORM. THE 3 FRONT PANELS MUST NOT BE BONDED TOGETHER TO FORM ONE UNIT. THE FRONT BUMPER AND WINGS CAN BE FIXED TOGETHER USING 6MM BOLTS OR RIVETS WITH RADIUS HEADS. THE BOOT LID, TAILGATE, BONNET AND DOORS MAY BE REPLACED BY LIGHTER MATERIALS. IF DOORS ARE REPLACED THEY MUST BE OF KEVLAR. DRIVERS ARE URGED TO SECURELY FIX BONNET AND DOORS WITH OVER-LOCK CLIPS OR SIMILAR SO THERE IS NO POSSIBILITY OF THEM COMING OFF DURING RACING, DOORS



MUST HAVE 2 FIXINGS. THE SUSPENSION MUST NOT PROTRUDE BEYOND THE SILHOUETTE OF THE CAR.

THE WHEEL BASE OF THE CAR MUST REMAIN STANDARD + OR - 2". ANY EXTRA HOLES IN THE BONNET MUST BE FORWARD OF THE ENGINE TIMING COVER.

**THE COMPLETED WEIGHT OF THE CAR, MINUS THE DRIVER, MUST HAVE A MINIMUM WEIGHT OF 900KG'S.**

**A) REAR WHEEL DRIVE CARS** - BODIES MUST NOT BE CUT, SHORTENED, OR LOWERED.

**B) SPACE/SEMI-SPACE FRAME CARS** - THE WINDSCREEN APERTURE MUST BE SITUATED IN EXACTLY THE SAME POSITION AS DEFINED BY THE MANUFACTURER. MEASUREMENTS WILL BE TAKEN USING THE FRONT BUMPER AS A YARDSTICK.

**SPACE/SEMI-SPACE FRAME CHASSIS**

FULL OR SEMI SPACE FRAME CHASSIS ARE PERMITTED, AND THE MATERIALS ALLOWED FOR CONSTRUCTION PURPOSES ARE 1-1/2" (38MM) X 1-1/2" (38MM) BOX SECTION OR 1-1/2" (38MM) 12SWG (2.5MM) THICK TUBE. IF THE CAR IS DEEMED TO HAVE BEEN BUILT OVER SPECIFICATION AND IS CARRYING MORE STEEL THAN NECESSARY TO PERFORM IN THE IMAGE OF THE SPORT, THE SCRUTINEER WILL NOT ALLOW THE CAR TO RACE.

**THE COMPLETED WEIGHT OF THE CAR, MINUS THE DRIVER, MUST HAVE A MINIMUM WEIGHT OF 900KG'S.**



## **BUMPERS**

PLASTIC OR FIBREGLASS REPLICAS ARE ALLOWED WHERE FITTED AS STANDARD.

**FRONT BUMPERS A MAXIMUM OF 1 NUMBER, SIZE OF 1" (25MM) X 1" (25MM) 10SWG (3MM) THICK BOX SECTION BRACKET TO CENTRE SECTION NOT TO PASS OUTSIDE OF THE ORIGINAL CHASSIS RAIL OF THE CAR. NO LATERAL SUPPORTS FOR SIDES OR WINGS. NO WOODEN SECTIONS OR LARGE STEEL SECTIONS ALLOWED.**

## **REINFORCING**

NO FORM OF REINFORCEMENT IS PERMITTED, NO EXTRA IRON WORK UNDER THE BOOT OR BONNET AREAS.

## **AEROFOILS**

ROOF AEROFOILS ARE NOT PERMITTED  
BOOT AEROFOILS MUST NOT BE ABOVE THE ROOF LINE

## **PAINTWORK AND SIGN WRITING**

NATIONAL SUPER RODS HAVE A NUMBERING SYSTEM.

NUMBERS ARE ALLOCATED BY NATIONAL SUPER ROD RACING UK, ON RECEIPT OF A SUITABLE LICENCE APPLICATION. **NUMBERS ALLOCATED MUST BE DISPLAYED ON BOTH DOORS AND ROOF.**

THE MINIMUM SIZE OF NUMBERING ON DOORS IS 12" (300MM) AND 2" (50MM) WIDE. NUMBERS MUST HAVE A PROFESSIONAL AND ATTRACTIVE APPEARANCE. **ALL NUMBERS MUST BE LEGIBLE.** (LOOK AT YOUR CAR FROM A DISTANCE IF YOU CANNOT READ THE NUMBER PROPERLY THEN YOU MAY LOSE POINTS OR POSITIONS).

COLOURFUL PAINT JOBS ARE ENCOURAGED.

**THE BODYWORK AND PAINTWORK MUST BE MAINTAINED IN GOOD CONDITION. CARS NOT SUITABLY PRESENTED CAN BE EXCLUDED FROM RACING BY THE SCRUTINEER.**



### MIRRORS

REAR VIEW MIRRORS ARE COMPULSORY, AND SHOULD BE FITTED INSIDE THE CAR. HOWEVER, THE OUTSIDE MIRRORS MAY BE FITTED BUT MUST BE WITHIN THE BODYLINE OF THE CAR.

### STOP LIGHTS

2 STOP/BRAKE LIGHTS MUST BE FITTED ONTO THE REAR PARCEL SHELF OR REAR WINDOW APERTURE A MAXIMUM OF 30" (760MM) APART FACING BACKWARDS. LAMPS MUST BE OPERATED BY A STANDARD STOP SWITCH AS FITTED TO THE PARTICULAR MODEL OF CAR. NO OTHER SWITCHES OR MODIFICATIONS TO SWITCHES PERMITTED. LAMP SPECIFICATION - FOR ROUND TYPE LIGHTS MIN 3" (75MM) DIAMETER, FOR SQUARE LIGHTS MINIMUM 3" (75MM) SQUARE, MAXIMUM 4" (100MM) SQUARE. BULBS TO BE 21 WATT INTENSITY.

### SAFETY EQUIPMENT

- HELMETS MUST BE OF A MINIMUM STANDARD AS DIRECTED BY BRITISH OVAL RACING SAFETY EXECUTIVE (B.O.R.S.E). THESE ARE FIA8860-2004, SNELL SA2005, SNELL SA2010, SFI FOUNDATION 31.1A, SFI FOUNDATION 31.2A. THE E2205 EUROPEAN STANDARD HELMET MAY BE USED IN FIBREGLASS, CARBON OR TRI-COMPOSITE FORM ONLY **I.E. NO POLYCARBONATE HELMETS ARE ALLOWED.** IT IS IMPORTANT THAT THE HELMET FITS THE DRIVER CORRECTLY.

SHATTERPROOF GOGGLES/VISORS MUST BE WORN ALTHOUGH TINTED VISORS ARE NOT ADVISABLE. YOUR HELMET MUST DISPLAY THE CURRENT ORCI (ORC10) STICKER.

- NECK BRACES ARE RECOMMENDED.
- FIREPROOF BALACLAVAS ARE MANDATORY AND MUST BE MARKED APPROPRIATELY.
- FIRE RETARDANT GLOVES ARE MANDATORY AND MUST BE MARKED APPROPRIATELY.

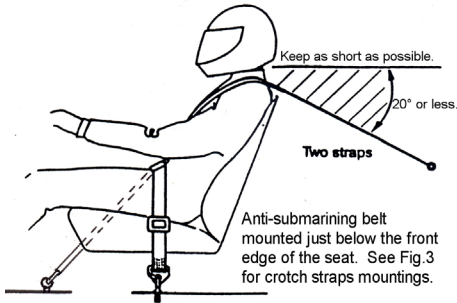


- A MINIMUM OF 3" (75MM) WIDE SAFETY BELTS (1.75" (40MM) SUB-STRAP) ARE MANDATORY. THIS MUST BE A FULL FIVE POINT BUCKLE RELEASE HARNESS (INCLUDING NASCAR TYPE) WITH SUB-STRAP AND MUST BE FITTED AND BOLTED TO THE FLOOR AND/OR THE ROLL CAGE. SHOULDER BELTS WITH A STERNUM PROTECTION LATCH ARE HIGHLY RECOMMENDED. THE SUB-STRAP MUST BE USED AT ALL TIMES AND ALL BELTS MUST CONNECT TO THE QUICK RELEASE BUCKLE. IN THE CASE OF NASCAR LEVER LATCH BUCKLES IT IS ADVISABLE TO FIT A SECONDARY MEANS OF DETENT TO PREVENT OVERALL SLEEVES ACCIDENTALLY UNHOOKING BUCKLES DURING RACING. A SMALL SECTION OF TUBEGRIP ELASTICATED BANDAGE SLID OVER THE HOOKED BUCKLE SERVES THIS PURPOSE. SPECIAL ATTENTION MUST BE PAID TO THE CONDITION OF SEAT BELTS AND FIXINGS ONCE FITTED. AN EXTRA BAR IS TO BE FITTED TO ROLL CAGE BEHIND DRIVER'S SEAT APPROX 4" BELOW SHOULDER HEIGHT OF DRIVER. YOUR SEAT BELTS MAY BE FIXED TO THIS BAR. THE BAR IS TO BE OF ROLL CAGE MATERIAL SPECIFICATION.

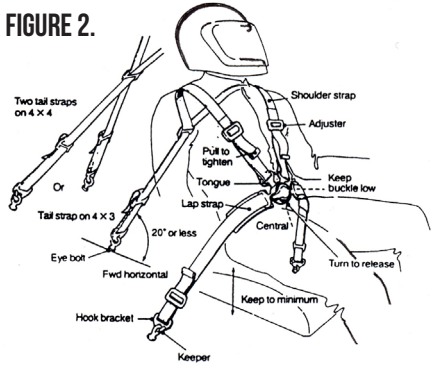
FOLLOWING RECENT RESEARCH MADE BY LEADING SAFETY HARNESS MANUFACTURERS, NEW INFORMATION HAS BEEN MADE AVAILABLE WITH REGARD TO THE BEST WAY TO FIT YOUR SAFETY HARNESS, WHICH WILL FURTHER ENSURE YOUR SAFETY. PLEASE STUDY THE DIAGRAMS BELOW TO ENSURE YOUR SAFETY HARNESS IS FITTED CORRECTLY.



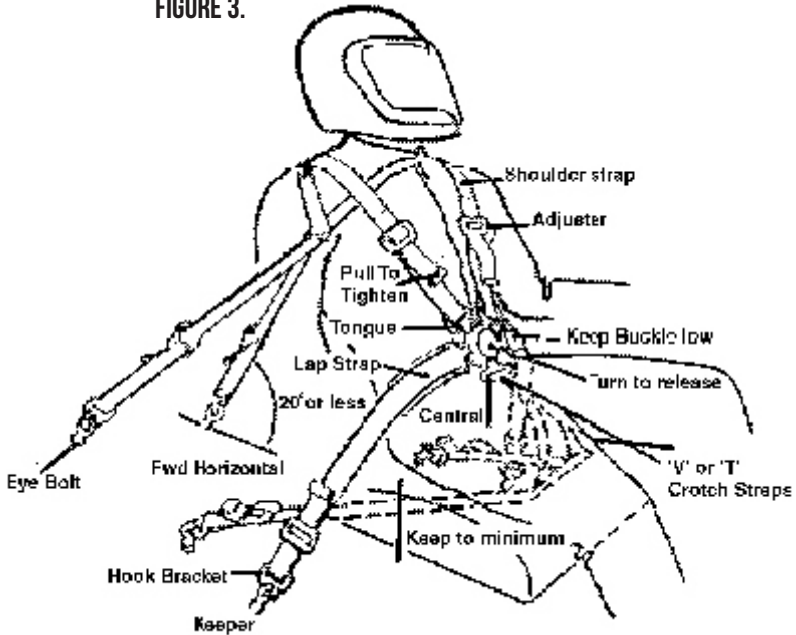
**FIGURE 1.**



**FIGURE 2.**



**FIGURE 3.**





DRIVERS MUST WEAR BRIGHT COLOURED RACING OVERALL TYPE CLOTHING OF FLAME RETARDANT PROBAN OR A HIGH SPECIFICATION MATERIAL AND THIS MUST BE MAINTAINED IN A CLEAN AND TIDY CONDITION IN VIEW OF THE PUBLIC. N.B. IF WET WEATHER CLOTHING IS USED THIS MUST BE WORN IN ADDITION TO AND NOT INSTEAD OF THE REGULATION FLAME RETARDANT OVERALL TYPE OF CLOTHING DESCRIBED ABOVE.

A QUICK RELEASE CLOTH WINDOW NET MUST BE FITTED TO THE DRIVER'S DOOR WINDOW APERTURE. THE NETTING SHOULD HAVE HOLES NOT LARGER THAN 7.5CM OR 3" WIDE. IT SHOULD COME DOWN LEVEL WITH THE STEERING WHEEL, AND SHOULD BE FLEXIBLE AND EASILY REMOVABLE SEPARATE TO THE MOVEMENT OF THE DOOR.

A 1KG DRY POWDER GAUGE FIRE EXTINGUISHER IS HIGHLY RECOMMENDED AND IF FITTED, THIS SHOULD BE IN A TUBE WITH A SPRING TOP AND SHOULD BE WITHIN EASY REACH OF THE DRIVER. OLD TYPE BCF (GREEN) TYPE EXTINGUISHERS ARE NOT ALLOWED. ALL TOW VEHICLES, MUST CARRY A MINIMUM OF A 2KG FIRE EXTINGUISHER DRY POWDER OR GAS, WHICH MUST BE WITHIN EASY REACH OF THE DRIVER AND MECHANICS AT ALL TIMES, ESPECIALLY WHEN REFUELLING.



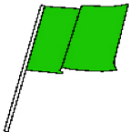


## **FLAG SIGNALS**

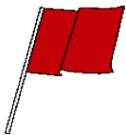
RACING IS CONTROLLED BY **LIGHTS** AND **FLAG** SIGNALS.  
ALL DRIVERS **MUST** UNDERSTAND AND **OBEY** THESE SIGNALS  
AT **ALL** TIMES.

ALL RACES WILL BE CLUTCH START.

THE RACE WILL NORMALLY BE STARTED FROM THE STARTER'S ROSTRUM  
WITH A **GREEN** FLAG AND AROUND THE RACEWAY WITH **GREEN** LIGHTS.  
(SOME RE-STARTS AND SPECIAL EVENT RACES MAY BE STARTED BY A  
ROLLING LAP AND/OR PACE CAR).



**GREEN FLAG:** START/RESTART RACE, SHOWN AT  
START LINE ONLY. AT THE START OF A RACE, THIS  
MAY BE PRECEDED BY A ROLLING LAP, FOR WHICH  
THE YELLOW FLAG IS SHOWN TO INDICATE THAT THE  
ROLLING LAP HAS BEGUN.



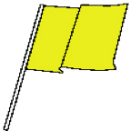
**RED FLAG:** STOP RACE OR RACE ENDED. SHOWN  
AROUND TRACK BY MARSHALS. THIS FLAG MAY BE  
REQUESTED BY THE STEWARD OR THE START MARSHAL  
WHEN IT IS IMPOSSIBLE TO SAFELY CONTINUE THE  
RACE, OR MAY BE REQUESTED BY ANY OFFICIAL IF A  
DRIVER IS IN DANGER.



**RED AND CHEQUERED FLAG TOGETHER:**  
SOMETIMES USED TO DENOTE END OF RACE.  
SHOWN AT START/FINISH LINE ONLY.



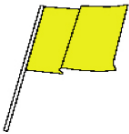
**CHEQUERED FLAG:** RACE WINNER IS OR HAS PASSED  
FINISH LINE (RACE HAS NOT CONCLUDED AND  
SHOULD CONTINUE UNTIL FURTHER RED FLAG  
DEPLOYED). SHOWN AT START/FINISH LINE ONLY.



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**YELLOW FLAG:** WARNING TO DRIVERS OF DANGER OR WRECK ON TRACK. SHOWN LOCALLY TO INCIDENT BY MARSHALS. THIS MAY BE REPLACED BY A WAVED YELLOW OR RED FLAG IF THE WRECKAGE CONSTITUTES A HAZARD TO INVOLVED OR OTHER DRIVERS.

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**WAVED YELLOW FLAG:** USED TO DENOTE DANGEROUS CONDITION ON TRACK, DRIVERS TO SLOW DOWN AND DROP INTO SINGLE FILE UNTIL GREEN FLAG SHOWN. REPEATED AROUND COURSE. MAY BE REPLACED BY A RED FLAG IF THE HAZARD CANNOT BE SAFELY CLEARED.

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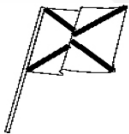
**BLUE FLAG:** SHOWN IN NON-CONTACT RACING TO DENOTE THAT FASTER DRIVER ON PRECEDING LAP IS APPROACHING YOU. HOLD LINE UNTIL PASSED. SHOWN AT START/FINISH LINE ONLY.

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**NATIONAL FLAG:** USED TO DENOTE HALF WAY THROUGH RACE. APPROXIMATION ONLY. SHOWN AT START/FINISH LINE. THIS SIGNAL MAY ALSO BE GIVEN IN SOME FORMULAS TO DENOTE A CHANGE OF RACING, FOR EXAMPLE WHERE THE DEGREE OF CONTACT CHANGES.

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**WHITE/CROSSED BLACK FLAG:** DENOTES THAT DRIVER HAS CONTRAVENED CONTACT OR STARTING REGULATIONS AND IS BEING WARNED. MAY RESULT IN PENALTIES AFTER RACE. SHOWN AT START/FINISH LINE.

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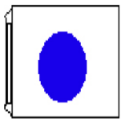
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**BLACK FLAG:** DRIVER TO RETIRE FROM RACE; DISQUALIFICATION. SHOWN EITHER AT START/FINISH LINE OR BY CLERK OF COURSE. THIS IS USUALLY BECAUSE THE DRIVER HAS CONTRAVENED RACING REGULATION.



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**BLACK CROSSED WHITE BOARD:** DENOTES THAT DRIVER HAS CONTRAVENED CONTACT OR STARTING REGULATIONS AND IS BEING WARNED. MAY RESULT IN PENALTIES AFTER RACE. SHOWN EITHER AT START/FINISH LINE OR BY CLERK OF COURSE.



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**BLUE CIRCLE WHITE BOARD:** WARNING TO DRIVERS; OIL HAZARD ON TRACK. MAY BE ACCOMPANIED BY INDICATION OF POSITION OF HAZARD. SHOWN ON TRACK PRIOR TO STARTING.



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**FOUR/THREE/TWO/LAST LAP BOARDS:** DENOTES NUMBER OF LAPS TO GO AT END OF RACE. SHOWN AT START/FINISH LINE. BOARDS ALSO USED TO DENOTE NUMBER OF WARM UP LAPS TO BE USED.

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### **RACING**

JUMPING THE START.

IF YOU HAVE DEEMED TO HAVE JUMPED THE START YOU WILL BE DOCKED.

### **BLOCKING**

THERE WILL BE **NO BLOCKING** OF DRIVERS TRYING TO PASS.

**YOU MUST** GIVE A DRIVER CHANCE TO PASS IF THEY CAN.

IF YOU ARE DEEMED TO BE BLOCKING, OR YOU ARE DEEMED NOT TO BE GIVING THE PASSING DRIVER ENOUGH ROOM TO PASS AFTER YOU HAVE BEEN GIVEN THE **BLUE FLAG** YOU WILL RECEIVE A BLACK FLAG.



YOU **MUST** GIVE ANOTHER COMPETITOR ROOM TO GO AROUND THE OUTSIDE IF THEY CAN. YOU **MUST NOT** RUN ANOTHER COMPETITOR OUT TO THE WALL/ARMCO/FENCE OR ONTO THE INFIELD.  
**IF YOU DO, YOU WILL BE DOCKED.**

YOU **MUST NOT** CUT THE NOSE OFF THE CAR BEHIND YOU BY CHANGING RACING LINE INTO THE CORNER (EITHER INSIDE OR OUTSIDE LINE).

### **BLUE FLAG**

HOLD A CORRECT RACING LINE, **INSIDE OR OUTSIDE YOU CANNOT HAVE BOTH.** A QUICKER COMPETITOR IS TRYING TO PASS, OR YOU ARE ABOUT TO BE LAPPED.

**IF YOU DO NOT ADHERE TO A BLUE FLAG WITHIN 3 LAPS YOU WILL BE GIVEN A BLACK FLAG.**

### **BUMPER CONTACT**

YOU **MUST** KEEP BUMPER CONTACT TO A **MINIMUM.** YOU **MUST NOT** TAKE THE CAR IN FRONT OFF ITS RACING LINE (EITHER INSIDE OR OUTSIDE LINE).

YOU **MUST NOT** CUT THE NOSE OFF THE CAR BEHIND YOU BY CHANGING RACING LINE INTO THE CORNER (EITHER INSIDE OR OUTSIDE LINE).

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