

Warton Stock Car Club

Ladies Banger Rules

This formula is designed to encourage female drivers to race at Warton Stock Car Club, to enjoy the atmosphere and thrills of driving on an oval, without the substantial financial investment.

The object of the racing is to complete the specified number of laps in the shortest time. You may push a car from behind, or spin a car out but there is no following in (you must not be on the back or side of a car as it hits the fence whether from the rear, front or side as this will be deemed forcible fencing and carry penalties or a ban which could be for life). **Deliberate hitting of stationary cars is not permitted.**

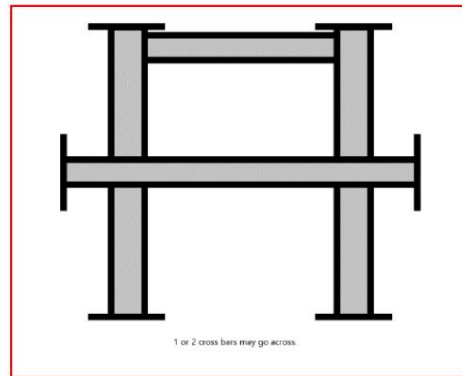
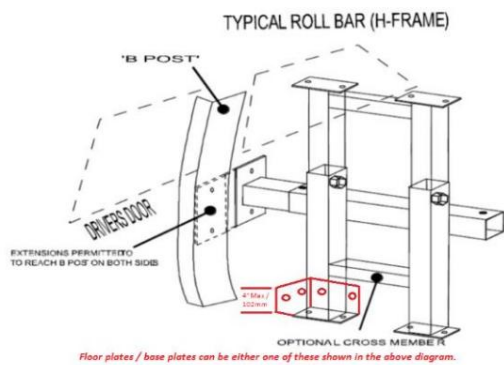
TYPE OF CAR PERMITTED FOR USE

- You must use any four wheel saloon, coupe, estate car or people carrier. No SUV's or 4 x 4 vehicles allowed.
- Maximum engine size is 2000cc
- Minimum car size permitted is the Ford Puma. **Corsa C & D, Ford Fiesta Mk 6 & 7 will be permitted, No other Micro sized cars are allowed.**
- On rear wheel drive cars the engine and gearbox can be replaced with any other 2 litre engine.
- **Any 2 litre Front Wheel Drive shell may be used, including the Jaguar X type. Engine swaps in 2 litre class are permitted as following. The Ford Zetec (2.0 or under) or Vauxhall engine (2.0 or under) and gear box may be fitted to any under 2.0 front wheel drive car, but suspension and subframe must remain standard to the vehicle being raced. Drive shafts are allowed to be cut and shut together, and should be done so to a safe standard, sliding shafts are not permitted. Engine and gearbox mounts may be fabricated to fit engine swaps but must each be no longer front to back than 8 inches in total, and must use original mount locations on chassis with one extra fixing. The rear mount must remain no bigger than the original size. No car smaller than a Astra Mk5 is permitted.**
- Bonnet plates (corner plates) must be a maximum of 400mm x 400mm (measured along the wing / across the scuttle panel)

STRIPPING & PREPARATION

- It is compulsory to remove all the interior, glass, airbags and charges, spoilers and side-skirts.
- The complete dashboard should be removed wherever possible.
- Remove all seats except the driver's which must be retained, the use of a racing seat is permitted.
- Remove spare wheel carriers and tow bars plus associated steelwork if fitted.
- Original fuel tanks must be removed. If however, the tank is an integral part of the body you must remove as much as possible.
- You may use the original standard steel bumper. If a front bumper is fitted, a maximum of three additional bolts may also be fitted to secure it in place. No wrap around bumpers allowed. Plastic bumpers must be removed. All cars with aluminium bumpers must have the bumper and retaining irons removed before racing e.g. Volvo 2 series and Saab. You may fit a bumper/flat plate 100mm x 3mm in its place. This may be folded back a maximum of 3" (75mm) with a maximum of two bolts per side. The bolts must go THROUGH the chassis and not UP the chassis.
- Later type cars with extended chassis rails e.g. Mk3 Mondeo/Focus, may also be fitted with a bumper or plate to the above rule or cut the chassis rail back to the front valance.
- ~~Cars with no front cross members may use a Ford Galaxy people carrier front bumper or similar replacement. It is also permitted to link the chassis members with a chain.~~ **No bumpers from any other car make or models can be interchanged, original steel bumper or steel plate above can be used ONLY. Rear bumpers CANNOT be bolted to the front.**
- Chassis rails CANNOT be cut/shortened on fresh cars, if the chassis is cut back due to rot or damage the front crossmember CANNOT be re-fitted, the 3mm X 100mm Bumper MUST then be fitted.

ROLL BAR



These two diagrams are a guideline to how the frame should be constructed but gusseting or triangulation is accepted.

- You must fit a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor with a minimum size M12 bolt and suitable washers. **Recommended that rollcage uprights to be above head height before adjustment. It is compulsory to have two bolts in the uprights.**
- You must have a minimum of four bolts in the top and four in the bottom, with a maximum of eight in the bottom on each side. The maximum size of the base plate is 15" (385mm) x 11" (280mm). The plate may go up the side of the sill or straight up the rear panel up to a maximum of 4" (102mm) high. This must be the same length and width as the base plate/floor plate of the cage. A maximum of two bolts are permitted through the side.
- Roll cages may be adjustable (height and width), however the use of screw adjusters i.e. acrow style, are not permitted.
- The roll cage must be fitted upright or dog-legged, but not leaning back or forward.
- It is compulsory to pad with foam-roll cages by the driver's head, B pillar and steering column.
- The hoop must be one piece, or two uprights and one top bar of a welded construction. This top bar should be as shown at the top of the uprights.
- A second cross bar is compulsory, a third is optional; these must be welded or bolted to the uprights.
- THE ROLL BAR MUST NOT HAVE ANY REAR SUPPORTS but may have extensions no further forward than the B post (see diagram) (this applies to both sides of the car). If used, it is highly recommended that this is bolted through the B post.
- You may bolt the roll bar through both sides of the car.
- The minimum size steel for the roll bar is 2" (50mm) x 2" (50mm) RHS or tube equivalent, up to a maximum size of 4" (100mm) x 4" (100mm) RHS or tube equivalent. A minimum wall thickness of 3mm is required.
- Crossbars must have a 5" (125mm) square end plate fitted. This must be a minimum of 6mm thick.
- You must tie the seat at shoulder level to the roll cage or B pillar. This must be done through the seat frame and not the headrest; you may fit the 2nd cross bar in support of the seat just below the window aperture or weld a frame on the cage to support the seat at the top.

STRENGTHENING & PREPARATION

- Cars that fail pre or post-race scrutineering, found to be armoured or strengthened, including engine or gearbox suspension mounts that are over the top and not rectifiable on the day, will receive an immediate ban. If the vehicle can be rectified at the track then the vehicle must race, otherwise the driver will be subject to a ban.

Doors & Door Plates

- The driver's door may be welded, but must have no additional strengthening (this includes gussets) other than steel RHS, which is allowed in the lower window aperture of the drivers and rear driver's door, not extending further than the rear of the H frame. Please note that this is not allowed on the passenger side.
- A FLAT (no channel or angle) steel plate MUST be bolted over the driver's door to the following dimensions:
- Height – minimum 10" (255mm) to a maximum of 15" (380mm)
- Thickness - minimum 3/8" (9mm) – 3/4" (20mm)

- This must be fitted with a minimum of 3" (75mm) and a maximum of 6" (150mm) past the A & B pillars.
- This must be securely bolted with a minimum of four bolts.
- It is not permitted to cut slots in the driver's doorplate. Holes for bolts only.
- There must be at least one bolt through the A pillar and one through the B pillar or through the roll cage.
- The bolt size must be at least M16 studding or bolt. M12 is acceptable on all other bolts
- For 2 door and pillar-less cars (no B Pillar), the door plate MUST be bolted through the roll cage.
- **Door plates must extend past the rear roll cage upright.**
- Door plates cannot be joined to the water tank in any way.
- All other doors must be secured by bolting, chains or seat belt webbing. The maximum number of bolts permitted is four per door. Where plates are used to secure doors (other than the driver's door), the plates must be a maximum of 12" x 12" (300mm x 300mm) – you may use ONE additional bolt per plate to secure through the A or B Pillar, this must be a minimum size ¼" (6mm).

Driver's Floor Plate

- A steel plate fitted to the drivers floor pan is compulsory. **Floor plates may extend no further back than the front of the seat squab and must remain in the drivers footwell only and must be made of 3mm steel minimum.**
- It must be no thicker than 6mm and must be bolted in only.
- Floor plates may extend up the side of the transmission tunnel, to the same height as the door sill, and up the bulkhead to within 200mm (8") of the top of the bulkhead, but the plate can only be bolted through the floor and the A-pillar only, not to the sill or bulkhead. You may put two bolts maximum in the gearbox tunnel with a maximum 50mm washer size.
- A 4" (100mm) steel plate no thicker than 6mm bolted through the A pillar to the door plate can be welded or bolted to the floor plate.

Bonnet/Boot

- The driver must present their car for pre-meeting safety checks with the bonnet and bolts but they must NOT be fixed to the car.
- Triangular corner plates or straps may be used to secure the rear of the bonnet. **400mm x 400mm (measured along the wing / across the scuttle panel)**
- They must be attached to the car by bolting or tack welding to a maximum of 1" (25mm) weld with a 1" (25mm) gap in between. Plates or straps must be placed no further than 12" (300mm) across or down from the back edge and side of the bonnet. **WELDING MUST NOT REACH THE 'A' PILLAR ON THE PASSENGER SIDE. All corner plates may be a maximum of 4mm thick.**
- Bonnets must be bolted down using a maximum of four bolts, two bolts in either side of the bonnet. Maximum height of bolt above the washer is 1½" (37.5mm).
- Bonnets must not be moved forward or overlapped.
- Front bonnet bolts may go through either the slam panel, inner wings or the chassis or you may weld / bolt a piece of 2" x 2" (50mm x 50mm) metal SHS OR 3" x 3" (75mm x 75mm) metal angle to a maximum length of 3" (75mm) for the bonnet bolt to pass through.
- Crush tubes may be used, which must be a maximum of 2" (50mm) outside diameter steel tube, with a maximum 5mm wall thickness. If bolted, a secondary plate on the opposite side is not permitted.
- Rear crush tubes can be secured by either bolting or welding.
- Maximum size of bolt or studding is 1" (25mm), including shouldering. Cam wheels must not be used as bonnet washers. Maximum size of the washer is 7" (175mm) x 5" (125mm).
- Maximum length of chain if used is 24" (60cm).
- Boot lid or rear door on estate cars may be chained or bolted. If using bolts, a maximum of four, one in each corner, a maximum size of 3/8" (9mm) maybe used, or if using chain up to 24" (60cm) in length is permitted.

Wings

- Front wings may be folded and two additional bolts may be added to secure the wing.
- A maximum of two additional bolts are allowed on rear wings/wheel arches.

General

- If the complete dashboard has been removed, then you may be required to make an additional brace to secure the steering column, however this is mandatory if the standard support is removed i.e. cross bar on a Mondeo.
- No screen bars allowed.

- You are not permitted to strengthen the gearbox tunnel.
- Expanding foam or any other material must not be used to fill chassis or door sills etc.
- **Roof plates are compulsory. The minimum thickness of flat steel plate is 3mm, and it must be secured by a minimum of 8 bolts or welded. The roof plate must not extend further back than 75mm from the rear of the roll cage uprights.**
- Any repair welding can only be made with the same gauge metal as the original part of the body or chassis being repaired (maximum of 3" (75mm) square). This can only be secured by tack welding-welding 1" (25mm) with a 1" (25mm) gap before the next weld. One plate can be used to secure the inner wing to the chassis rail. – THIS IS ONLY ON NEW CAR BUILDS.
- It is not permitted to panel in headlight and window apertures.
- It is not permitted to panel in the inside of doors and or the rear parcel shelf and these must be left as original. Drivers name visors must be at the top of the windscreen only and must not be welded in place. THIS INCLUDES CHAMPIONSHIP MEETINGS.

Suspension

- You may strengthen the Track Control Arm (the steering adjustment arm on the steering rack) by welding or sleeving.
- You may strengthen the standard original bottom arm, but this must remain standard in dimension.
- Re-positioning of the ball joint is not allowed.
- Suspension legs may be welded to the hub.
- No additional strengthening of any other suspension parts is allowed.
- Sub frames must not be welded in place.

Guards/Covers

- Where relevant, a crank sensor protector may be fitted to a maximum size of 2" x 2" (50mm x 50mm) steel angle, 4" in length (100mm), with a maximum of two bolt fixings, secured to the bell housing/engine.
- You may fit a steel plate distributor guard to the following specification.
- Maximum area of 9" x 9" (230mm x 230mm), with a maximum thickness of ¼" (6mm).
- The steel plate may be bolted or braced using steel RHS, maximum 1" x 1" (25mm x 25mm) or welded TO THE ENGINE ONLY, I.E you CANNOT fit the guard to the sub-frame or gearbox and it must not be touching the water tank in any way.
- Forward facing cam belt engines may run a cam cover, but these must be the same silhouette as the original and bolted to the original mountings. For avoidance of doubt, cam guards cannot be used where the engine does not have a cam belt. Maximum thickness of cam guard is 6mm.
- An oil filter guard is permitted on forward facing oil filters. It must be made from flat plate being a maximum of 4" x 4" diameter and a maximum of 6mm thick, secured back to the engine using 2 pieces of 1" box section. The plate must not come forward of oil filter more than 1" and be mounted on the engine as close as possible to oil filter. The object of this is to prevent oil fires and not to strengthen the car therefore if the scrutineers believes the guard to be excessive you will be asked to remove it.
- A clutch guard is permitted on front of the engine/gearbox if fitted forward facing of the engine, with a maximum size as follows:- 6" x 4" and a maximum thickness of 6mm. This must be secured to the engine/gearbox only.

FUEL SYSTEM

- The original petrol tank must be removed and replaced with a maximum size 2-3 gallon safety tank fitted inside the car on or under the roll bar. Before fitting, the tank should be carefully checked to see that it cannot leak when inverted or on its side and the outlet must be from the top of the tank. The vent pipe from the top of the tank must be terminated below the floor level of the car.
- All fuel lines must be in good condition and securely clamped.
- With carburettor fuelled cars, a manual shut-off tap must be fitted within reach of the driver when strapped in the car, but with fuel injected cars, the fuel flow must be controlled by the pump cut off switch. Immersed fuel pumps are permitted.
- All fuel tanks must be of steel construction and have a metal screw top and must be fitted ONTO the H-frame and NOT on the H Frame Floor plates, i.e. NOT on the car floor itself.
- A one-way valve must be fitted to the breather pipe.

ELECTRICAL SYSTEM

- Batteries must be bolted or clamped in position and completely covered with rot-proof material to prevent acid leakage. Ratchet straps may be used as a secondary fixing only. Batteries must be fitted on or under the roll bar. If batteries are secured in a box the maximum dimensions are 18" x 12", 460mm x 300mm.
- Alternators, if fitted, cannot be wired to charge.
- All wiring must be fully insulated.
- Electrical starters must be fitted and in working order.
- Ignition and starting must be activated through an insulated switch, not by connecting bare wires together. A battery cut off switch **MUST** be mounted on the roll cage on the near side of the car; the switch must be wired to the earth side of the battery.
- Engines that are fitted with ignition system relying on a flywheel sensor (or similar), must not be modified to use a gear driven distributor.
- Ignition boxes on any fuel injection engine converted to carburettor are free, aftermarket products mapped to suit or modified original boxes modified are allowed.
- On fuel injection cars the engine management system including ignition boxes must remain as originally fitted and not re mapped.

COOLING SYSTEM

- Only rectangular or L shaped tanks are permitted, with no braces. An L-shaped tank may extend towards the turret on Passenger side of the engine only.
- Any modifications must be within the original bonnet outline.
- U Shaped tanks are **NOT** allowed.
- Tanks must not extend beyond the front of the engine block.
- The front of the engine is classed as the block not the pulleys or water pumps etc.
- These tanks must only be secured by four fixings and may not be welded into the car or connected to any door or floor plates in any way. The tank must **NOT** be bolted to or through any part of the chassis, bonnet bolts may go through the water tank but if you choose this option they must not be connected to the chassis in any way and only through the inner wing.
- Only two outlets are allowed from the water tank.
- **PLEASE NOTE THAT WATER TANKS ARE FOR COOLING PURPOSES ONLY AND NOT FOR STRENGTHENING, AND ALL PARTS MUST CARRY WATER.**
- The water pump may be removed and blanked off.
- Electric water pumps are allowed.
- No cutting of bulkheads allowed.
- Tanks must be non-pressurised.
- An overflow pipe, minimum size ½" (13mm), must go under the floor of the car and terminate at the back axle.
- Water outlets may be modified but not used for armouring.

ENGINES, GEARBOX & PROPSHAFTS

- The engine and gearbox must be the one originally fitted to the range as manufactured.
- The external parts of the engine must remain standard.
- No skimming of the head more than 60 thou from standard.
- No porting or gas flowing.
- No removing or adding material to the ports or combustion chamber.
- No ST170 or ST220 engine components are permitted.
- The cylinder head and the camshaft(s) must remain standard and the Ford Zetec engine must stay on the original Ford camshafts. You may skim the head face for head gasket purposes only.
- On front wheel drive gear box mounts can be modified but must occupy the original position.
- Flywheels may be modified.
- Clutches are free.
- Prop shafts may be made and modified to use sliding components.
- Drive shafts must be standard to the car and must not be fabricated.
- No turbos or superchargers

- No dry sump systems.
- Bulkheads must remain original and not be cut or modified to fit an engine. You may cut a hole in the bulkhead to accommodate the wiring and fuel pipe.
- Any Ford Pinto, Duratec or Zetec engine and gearbox may be used in any RWD car as long as this is no larger than the original engine cc.
- Engine mounts may be strengthened but must remain in the original place if fitted. No additional mounts allowed. Modified engine mounts can be welded to the cross member, but must be bolted if attached to the chassis.
- The top left engine mounting on a Mondeo/Focus may have an extra engine mount fitted on the rear of the engine.
- Gearbox mountings on rear wheel drive cars must be original, and can be modified to be solid, or may have secondary fixing of a ratchet strap, or M16 studding made into a u-bolt with a flat plate as a washer maximum size 50mm wide 6mm thick, and 300mm long. No additional metal is allowed on the chassis to mount the engine, and engine mounts must not protect water outlets or distributors etc.
- External cambelt engines may have a copy of the original cambelt cover bolted in the original bolt holes of the cover to a maximum thickness of 6mm. These cannot be bolted in any other way except through the original bolt holes.

EXHAUST & EXHAUST MANIFOLDS

- Standard tubular manifolds may be used, only if fitted as standard to that model e.g. Nissan Primera.
- Ford Mondeo MK1, Ford Mondeo MK2 models must use the standard cast manifold i.e. cannot use a 4 branch tubular manifold.
- No non-standard aftermarket exhaust manifolds are permitted.
- A Ford Mondeo MK3 running the original Mk3 engine with the inlet manifold at the front, may use the standard 4 branch exhaust manifold fitted.
- In all cases the 4 branch manifolds allowed, must be genuine original manufacturers parts.
- If the original exhaust system has to be replaced, there must be at least one silencer to each exhaust pipe and they must be securely fixed after the manifold. **No Cherry Bombs or 'straight-through' systems allowed.**
- The original mount must be supplemented with at least one additional fixing to secure the system to the car.
- No car will be allowed to race without an exhaust system. Drivers must be aware that if your car appears to be too noisy by a scrutineer or the Clerk of the Course then you may not be permitted to race or may be black flagged.

CARBURETTOR / INLET MANIFOLD

- Fuel injection systems may be modified to carburettor using a manufactured or adapted inlet manifold and must run with one standard downdraft Weber type carburettor to a maximum size or equivalent 38 DGAV e.g. Pierburg, Solex, Weber – NO MULTIPLE CARB SETUPS. If the engine is manufactured in both forms as standard, inlet manifold may be modified or self-manufactured items e.g. Cavalier with the earlier style inlet manifold.
- Carburettors may be replaced with the equivalent size Weber conversion as per specification below. Adapter plates may be fitted by bolting or welding (max size carburettor allowed is 38DGAS as fitted to the 3.0 Litre V6 or 2.8 carburettor).
- Vehicles fitted with fuel injection can be used providing they are fitted using the standard banger fuel system and the fuel pump is replaced with a standard high pressure pump, or submersible pump. Suitable high pressure fuel lines must be used between the fuel pump and the injection system.
- Cold starting devices may be removed.
- Jets may be changed.
- Replacement Spindles with standard screws may be fitted, no polishing or reproofing allowed, no modifying or enlargement of any fuel galleries allowed.
- Floats must not be modified or weighted and needle valve must remain standard size, enrichment or power valve must be fitted and working.
- Solex or Pierburg carburettor may be replaced with the equivalent size Weber conversion as above.
- All Weber carburettors must have a visual secondary fixing on the fuel inlet pipe.

- Air filters may be removed or replaced by competition type.

SUSPENSION, BRAKES AND AXLES

- Suspension components must remain standard, except where specific strengthening is allowed in section 4
- Spring assistor rubbers are allowed.
- Springs may be changed but no 2¼ type competition springs.
- Springs may be heated or cut for lowering purposes.
- A secondary fixing is required on coil springs that may fall out; chain or wire should be used.
- Shock absorbers must be standard type as fitted originally. No interchanging of suspension parts allowed.
- Bump stops may be removed.
- Camber must not be altered from standard, race damage must be proven and this will not be tolerated on new cars. The Scrutineers decision is FINAL.
- Bluebird or similar car may use a strap connecting the two wishbones, but this may not be connected to any other part of the car or the engine. This strap must be a maximum of 2"x 2" (50mm x 50mm), and can only be used on cars with no subframe.
- The tack welding of anti-roll bar brackets is allowed.
- All suspension rubber mounted tops may be secured (no welding permitted) with a larger washer than original.
- Brakes must be effective.
- Axle casings must not be welded or reinforced.

DIFFERENTIALS

- Ratios are free but must be standard to the range.
- Limited slip differentials, locked differentials, welded or power - locked differentials are not allowed, even if fitted as standard or available as an optional extra to the car.

WHEELS

- Any standard steel or alloy wheel up to 6½"J that fits without modification may be used.
- Cut and shut or banded wheels are not permitted.
- All wheel nuts must be fitted.

TYRES

- You may only use conventional road tyres up to 205/50.
- All tyres should have a minimum durometer reading of 60, whenever tested.
- All identification markings to remain on tyres.
- Any tyre with buffed markings will not be accepted, and will be subject to disciplinary action.
- Tyre gaiters are permitted.
- "Run flat" tyres, 1B rated 'Track-day' tyres, Rally tyres, competition type, cut tyres, Town and Country, Mud & Snow Type or Kingpin Alpine Series tyres are NOT allowed.
- As from 1 May 2017 any Winter Pattern/M&S Type Kingpin tyres eg ALP4 are banned
- Warton Stock Car Club reserves the right to ban any tyre make or type which gives an unfair advantage.
- All tyres listed in the table below are NOT allowed.

AVON • ACB 10 Sport • CR6ZZ (Including Sport) • Turbospeed CR28 Sport • CR500 • ZZR BRIDGESTONE • Potenza S007 RFT CONTINENTAL	• CR 311 • Sport Maxx Race • SP Sport R7 FEDERAL • 595 EVO • 595 RSR • FZ 201 GOODYEAR • EAGLE F1	• Ecsta TW02 • Ecsta C03 MARANGONI • Zeta Linea Sport MAXSPORT • RB4 Intermediate • RB5 MAXXIS	PIRELLI • P Zero Trofeo • P Zero C • CA67 • CF67 • P Zero Corsa • P7 Corsa Classic • P Zeri Torfeo R12 SILVERSTONE • FTZ Sport RR
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<ul style="list-style-type: none"> • ContiForce Contact <p>DMACK</p> <ul style="list-style-type: none"> • Trackday <p>DUNLOP</p> <ul style="list-style-type: none"> • Formula R D83J / D84J • Formula R D93J • Direzza 02G or 03G 	<p>HANKOOK</p> <ul style="list-style-type: none"> • Z209 • Z210 <p>KUMHO</p> <ul style="list-style-type: none"> • Ecsta V700 (inc V78) • Ecsta V70A • Ecsta TW01 	<ul style="list-style-type: none"> • Maz1 Drift <p>MICHELIN</p> <ul style="list-style-type: none"> • Pilot Sport Cup • Pilot Sport Cup 2 • TB 15 • TB 15 (f & r) <p>NANGKANG</p> <ul style="list-style-type: none"> • NS – 2R 	<ul style="list-style-type: none"> • FTZ Wet Tyre • S575 • S585 <p>TOYO</p> <ul style="list-style-type: none"> • R888 • R1 - R • AO42R
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SAFETY EQUIPMENT

- Flame retardant racing suits are compulsory . Neck braces & Frontal Head Restraint Systems may be used. Fireproof Balaclavas are MANDATORY. Fireproof gloves are MANDATORY and must be marked appropriately.
- A full shoulder-type safety harness with lap-straps must be fitted and bolted to the floor.
- A minimum of a four point buckle fixing must be used with a minimum of 3 floor fixings. A secure part of the floor or cage (including the seat bar), are recommended anchor points.
- Seat belts can be fitted using chain, the chain must be at least 8mm thick & be solid links.
- A suitable head restraint must be fitted to the roll cage or seat. It is compulsory to pad roll cages by the drivers head including the B pillar and steering columns must also be padded with foam.

SEATS

- The driver's seat must be secured and supported to the roll cage at shoulder level by bolting or tying.
- The 2nd roll cage cross brace may be used to support the seat, but it must be set below the bottom of the window aperture or you may construct and weld a frame on to the cage to support the seat.
- The driver's seat must be a standard production seat, not a racing seat.

SUN VISOR & FIN PLATES

- A Sun visor 165mm or 6" in depth may be fitted with your name upon it only on the front windscreen aperture.
- Fin plates must be fitted above the roof line and bolted securely to the car.
- No large objects to be used as fins.
- Fin plate numbers must be clear and legible, black on white or white on black is highly recommended. ***If the lap scorers can not read them you wont be scored during a race.***

ROOF GRADES

- All registered drivers will be given a roof grade these can be found on the website or in the programme. Drivers must start in the correct grade.
- Drivers who win a race will start at the back of their current roof grade for the following race.

ANY CONTRAVENTION OF THE ABOVE RULES CAN RESULT IN THE DRIVER RECEIVING DISCIPLINARY ACTION AND/OR SUSPENSION.

THE ABOVE RULES WILL BE AMENDED, OMITTED OR ADDED TO AT THE DISCRETION OF THE CLUB COMMITTEE. THE LICENCES ISSUED BY THE CLUB ARE FOR WARTON ONLY, THEY ARE NOT TRANSFERABLE.

**IF THE RULES DO NOT SPECIFY THAT YOU CAN, THEN TAKE IT THAT YOU
CAN'T**

Updated 9th March 2022

These rules are valid with immediate effect.