

UK Nostalgia Superstock Association

Racing Rules Effective 1st February 2026

UK Nostalgia Superstock Association (UKNSA) Rules are subject to review and amendment, if necessary, by the Committee on an annual basis.

These will be published to the Association members in good time for the subsequent racing season to permit members time to plan and modify their car and personal equipment if necessary.

UKNSA Class Rules

As of February 2026, the UKNSA class advise racers to follow the Motorsports UK (MUK - Ex-MSA) rules (mandatory for MUK permitted events), and any safety requirements for the driver and car as dictated by the terminal speed and elapsed time of the vehicle. This approach establishes the class and credibility with Santa Pod and Melbourne Raceway, and is likely to result in greater track time at more prestigious events.

All competitors should hold an “MUK non-Race National “B” Licence”, and be a member the “Santa Pod Racers Club” (SPRC) when running in MUK permitted events.

“Observed runs” can be performed at any “Run What You Brung” meeting for Formal Sign off.

It is the individual members’ responsibility to ensure that all licences and memberships are current when attending race meetings. SPRC membership can be renewed at an event at Santa Pod if it has lapsed.

It is a requirement to be a current and paid up member of the “UKNSA – Racer” membership option in order to participate in the UKNSA Class at events; and to be awarded points for the Championship.

UKNSA Membership runs from 1st February - 31st January for a 12 month period. The current subscription fee is set at £35 per racer, which includes one free t-shirt. Membership should be renewed before 29th February 2026, otherwise, the fee will revert to £15, with no t-shirt.

Racing Principles

All racing will be a standard bracket system with dial-in times displayed on the cars (using shoe whitener, timing board, or similar).

Advice on staging protocol and conduct in the pits can be provided at any time from the UKNSA committee.

There will be no “buy back in” for any round.

All racing will use a .5 second Sportsman Tree.

The Car must be able to run the standard $\frac{1}{4}$ mile in no slower than 14.99 seconds and no faster than 8.90 seconds due to safety concerns running cars with mis-matched speeds.

Competitor's results and points contribute to the relevant UKNSA Championship, i.e. Lifestyle or MUK permitted events.

All racing will be conducted in a professional manner, observing best practice Drag racing etiquette.

Ungentlemanly conduct and gamesmanship will be reviewed and potentially disciplined by the Pit Manager and the Committee if further action is warranted.

Vehicle Rules

The Class is open to the following cars:

- 1) American manufacture with a "V8" engine.
- 2) Any car that was manufactured up to 1980 and is in the spirit of the class can join the UKNSA. This aligns with "Dragstalgia" principles. Any racer unsure of whether their car would fit into the class, should contact the committee at uknostalgiasa@gmail.com.
- 2a) Any passenger car that was manufactured up to 1980 and is in the spirit of the class can join the UKNSA. This aligns with "Dragstalgia" principles. Any racer unsure of whether their car would fit into the class, should contact a member of the committee.
- 2b) Commercial vehicles, including commercial trucks are not permitted (ie. Chevrolet C10, Ford F100). Car-derived trucks will be permitted (ie. Chevrolet El Camino, Ford Ranchero). Please check with the UKNSA committee if unsure whether your vehicle complies.
- 3) There is no requirement for the vehicle to be registered or road legal.
- 4) Stock steel firewall in the stock location.
- 5) Steel Floor (no exposed Transmissions).
- 6) Stock style Rear style suspension, bolt on performance components are permitted.
- 7) Ladder Bars are permitted only when used in conjunction with Leaf Springs.
- 8) Stock Rear Frame Rails in the original location, no in-boarding permitted.
- 9) In-Boarded rear springs are permitted.
- 10) The maximum width of slick / tyre permitted in the class as stipulated on the sidewall of the tyre is 10.5". The maximum width of wheel rim to be used is 10". Slicks are permitted.
- 11) Wheelie bars are permitted.
- 12) Stock style Front suspension only, bolt on performance components are permitted.
- 13) Any fibreglass components to be limited to "bolt on" and not structural, i.e. Front Fenders, Hoods, Hood Scoops, Trunk lids, Doors, Front and Rear bumpers are permitted.
- 14) Windscreens - Lexan or similar material is permitted, "Margard" coating is recommended.
- 15) Fuel cells, electric or mechanical fuel pumps, pressure regulators, and any line size are

permitted. Electric Fuel pump must shut off with a master switch – see item 26. Stock gas tank (if used) must be retained in factory location. Modified fuel pickups & outlets are permitted.

16) Aftermarket / fabricated fuel tank or cell are permitted. Must be located in trunk area. If the tank or fuel filler is inside the trunk, a bulkhead must be used between trunk and driver compartment, and tank must be vented to outside of car. Non-metallic fuel cells or tanks must be grounded to frame.

17) Battery may be relocated. If relocated, a cut off is required - item 26. A Charging system is optional.

18) Any battery powered ignition system is permitted. Aftermarket electronic breakerless distributor systems are permitted. MSD series and / or digital-type and Engine rev limiters are permitted.

19) Carburetor or multiple carburetors are permitted.

20) Fuel injection, either Electronic or Mechanical, is not permitted.

21) Performance adders, i.e. Nitrous Oxide, Superchargers, Turbochargers, are not permitted.

22) Stutter Boxes, Delay Boxes, and Throttle stops are not permitted.

23) Electronic traction control devices are not permitted.

24) No "Push starts", the vehicle must be able to start with installed equipment.

25) Aftermarket Rear "Coil Over" suspension arrangements are not permitted.

26) If required, the Battery Cut-off must be NHRA legal and of steel construction and mounted at the rear of the vehicle. It must cut the running engine of a vehicle, and also cut off the fuel delivery. This will be tested during MUK scrutineering. Non-compliant vehicles will not be permitted to run.

27) If a Battery Cut-off Switch is fitted, it must be accompanied by the correct "Cut Off" Warning Label.

28) If the Battery is not in the Stock location, the fixing straps must be at least 10mm in diameter. Please review all of the above requirements in accordance with the MUK "General Safety Requirements" (GSR's) as appropriate.

29) Vehicles should not have rack and pinion steering (unless OEM equipped).*

30) Vehicles should be of a tidy appearance, and race legal i.e. glass catch cans are not acceptable, safety equipment such as brakes or harnesses should be in good working order before every meeting. Any racer unsure of whether their car would fit into the class, should contact a member of the committee.

31) Pre-1980 design block-based engine, i.e. no newer LS engines with carbs. If in doubt, always check with the UKNSA committee first.

32) Any add-ons or extras, such as an oversize scoop etc, should be run past the committee for approval prior to fitment, and if in any doubt whether the proposed addition is in the spirit of the class, then please ask a member of the UKNSA committee.

33) New vehicles to the class will undertake an informal scrutineering process by the UKNSA committee. All vehicle applications are subject to committee approval, who will have the final word on entry into the class. It is the driver's responsibility to ensure their vehicle and equipment conform to not only the UKNSA rules, but also those of Santa Pod Raceway, Santa Pod Racers Club and Motorsport UK.

34) Use of Methanol is not permitted. Pump gas, race gas (high octane) and octane boosters are permitted. This is to keep within the spirit of the class.

35) All racing will be a standard bracket system with dial-in times displayed on the cars (using shoe whitener, timing board, or similar). Dial-in times must be displayed either on the car or timing board prior to the car commencing the “burn out”. Dial-ins submitted after the burn out will not be accepted. Crew members are permitted to hold the timing board outside of the car but this must be displayed clearly for timing staff in good time.

Whilst not mandatory for Lifestyle events, the committee recommends the use of a HANS device with a full harness, as per MUK rules.

*** item 29) brought in from February 2023; Grandfather Rights will apply, meaning that if the car has competed in the class in previous years, it does not have to be changed to meet item 29 in 2024 and beyond. If the vehicle is sold to a different owner and isn't modified, the vehicle will maintain its Grandfather Rights and will be allowed to enter the class without adjusting their set-up to meet the new rulings. However, if a previous racer brings a new vehicle to the class, it will need to comply with the updated rule.**

Amendments to Current Rules

The following are amendments to the current rules.

Additions are noted below in red and will become part of the rules from the 2025 season.

Racing Principles

The Car must be able to run the standard ¼ mile in no slower than **14.00** seconds and no faster than 8.90 seconds due to safety concerns running cars with mis-matched speeds.

The committee will be reducing this ET cutoff by 0.50 seconds each year, with a view to have the ET reduced down to 13.50 in 2027 (2026 - 14.00 seconds, 2027 - 13.50 seconds).

New Rules

The following are new class rulings that will take effect from the 2027 season.

Vehicle Principles

36) As a bare minimum, racers must have gloves (dash 3 or 5, preferably 5-rated), a fire suit (at least dash 1), helmet and neck brace/HANS device. The committee also recommends race shoes.

The committee also recommends that a minimum of a 5-point cage is fitted and a prop/driveshaft loop in cars running 11.90 or quicker.

Racing Principles

The committee recommends that new racers/cars to the class should enter a Run What Ya Brung/test/dial in day before competing with the class to ensure their car is capable of running the cutoffs outlined in the UKNSA rules. If the committee is in doubt that a car will run the cut off, you may be asked to present a previous timing ticket when entering. If the car does not run the cutoff at a competition event during qualifying sessions, the car will not qualify to race. This is, again, due to safety concerns between mismatched terminal speeds.

In the event of a rain off, which will be announced by the track staff, the points for all competitors will be decided at the event. However, in some rare cases there may be opportunities to run remaining elimination rounds at another event to decide the winner and runner-up from the rained off event. This will depend on the exact situation, for example the amount of rounds left to run, the competitors left in being able to attend, the track staff allowing us to finish at a different event and also scheduling. This decision will be made at the discretion of the committee, and relayed in good time to the racers involved where applicable.

Competitors must familiarise themselves with the UKNSA rules, and SPRC and MUK rules where applicable, before racing at an event with the class. If in any doubt, please ask a committee member for help in understanding rules.

Racers have 30 minutes after each competition race (either elimination or qualifying round) to raise any complaints or concerns with the race director at the track we are racing at. After this time, any complaints will be dealt with on an ad hoc basis and at the discretion of the committee.

Membership Fees for 2026

Membership fees will stay at £35 per racer and £15 per non-member for the second year running. All racers need to complete the membership form on the website [here](#), before 28th February 2026

Each racer will be provided with a membership card, valid for one year and a free t-shirt. Racers should confirm the size required at the time of their membership renewal, plus any additional t-shirts required. After this date, racers will be able to renew their membership for £15, but not additional t-shirts will be available.

Details of additional merchandise will be confirmed in due course.