

UK NOSTALGIA SUPERSTOCK ASSOCIATION

RACING RULES Issue 1 EFFECTIVE 1ST JANUARY 2021

UK Nostalgia Superstock Association (UKNSA) Rules are subject to review and amendment if necessary by the representatives on a yearly 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 2017, the UKNSA class will conform to Motorsports UK (MUK - Ex-MSA) rules for ALL 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 Shakespeare County Raceway, and result in greater track time at more prestigious events.

All competitors must hold an "MUK non Race National "B" Licence", and be a member the "Santa Pod Racers Club" (SPRC).

"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 licenses 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 to participate in the UKNSA Class at events; and to be awarded points for the Championship.

UKNSA Membership runs from February - January for a 12-month period.

New for 2021: Following the new MUK ruling, racer's entering MUK events must use a FIA approved Frontal Head Restraint system (FHR), such as a HANS device when running with a 5-point harness and an ET of 11.99 or quicker. Whilst it is not compulsory for the Lifestyle events, the UKNSA recommend their use for these events too.

Racing Principles

All racing will be a standard "Bracket" system with "Dial In" times displayed on the cars.

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 ¼ mile in no slower than 14.99 seconds and no faster than 9.00 seconds due to safety concerns running cars with mis-matched speeds.

All Competitor's best FIVE results and Points contribute to the overall UKNSA Championship.

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. This aligns with "Dragstalgia" principles.
- 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 Rear 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 Fibre glass 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) After Market 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.