

BUXTON/SKEGNESS RACEWAY - JUNIOR MICRA RODS

2026

If it does not say you can do it in the rules, then you cannot do it no matter how irrelevant you may think it is. If you are unsure, please ask or contact your scrutineer, Promoter or appointed official, don't just assume it's okay.

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race. The statement "it was like that when I bought it" will not be accepted as a valid excuse.

All specifications, where applicable will be taken from the UK Auto Data, this includes UK specifications only on all parts, part numbers, castings etc.

Cars, engine, gearbox, suspension checks can be carried out randomly at any time on any part of the car, by the Promoter or outsourced scrutineers/engine builders. Any violations or refusal will result in an immediate suspension of all racing facilities.

*Before filling in any licence forms you **MUST** read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding to the rules stated with this rule book.*

INTRODUCTION

This document defines the rules and regulations that apply to Buxton/Skegness Junior Micra Rods, racing at ORCi licensed tracks. Whilst many of the rules will be the same as previous, these rules supersede all previous issues.

Junior Rods are a low cost, entry-level saloon formula running on a STRICTLY NON-CONTACT basis. This formula is for drivers aged 10 to 16.

All new drivers will have to undertake a driver assessment test (ORCi Junior Test) prior to them competing at a meeting to ensure their knowledge of rules and their ability to control a Junior Rod. This CAN'T be done on race days and needs to be booked via the Promoter.

Please licence through your closest Promoter, no day licences or temporary licences will be issued.

A responsible adult must be present at each race meeting with any driver under 18 years of age and is the person who signed the driver in at the meeting. They must adhere to the ORCi Safeguarding Policy in that they must not be under the influence of alcohol or any illegal substances.

1. CARS ELIGIBLE

- The only car permitted for use in Junior Micra Rods is the **right hand drive, UK specification K11 Nissan Micra 3 or 5 door versions**, with the 1.0 engine, **which must occupy its original position.**

2. PREPARATION

- Remove all exterior headlamps/rear lamps.
- Remove all glass, interior trim, dashboard, head linings, door linings, floor coverings, passenger seats and all other non-essential flammable material.
- All window mechanisms must be removed.
- Remove all obsolete wiring and any other interior debris from the car.
- Remove all airbags and charges (if fitted)
- Remove the fuel tank, spare wheel carrier and tow bar if fitted.
- Standard cosmetic grills may be removed and replaced with steel mesh only. No other grills or forms of protection is allowed.
- The use of high-density foam padding around any protruding objects which will protect the driver within the cab area is highly recommended.

3. BODYWORK

- Body shells and all panels must remain as manufactured (unless stated) and standard, and must retain the original silhouette and cannot be cut, lowered or stretched.
- All panels must remain steel throughout (unless stated).
- All doors and tailgate must be welded or bolted shut (2 x M10 bolts) unless stated. The tailgates can not be removed.
- Door tops must remain standard and must not be folded or cut down.
- Only the drivers door can open and be hinged but there must be two secondary fixings to secure the door closed, you are permitted so the door can be removable with 2 lower door corner plates, and a minimum of 2 securing pins and clips at the top.
- Deskin of the car is only permitted on the passenger & driver's doors, rear quarter and the front half of the bonnet. Rest of the car must remain standard.
- An interior mirror must be fitted. A drivers door mirror must be fitted, mounted in such a position that its protected by the body as much as possible and the glass must be tapped to the housing.
- Tail lamp apertures must be plated over (welded/riveted). Minimum 1mm steel or 2mm aluminium.
- Headlight apertures must not be filled in and left open.
- Bonnets to be secured by 2 bonnet pins at the front (NOT A BOLT). The pins shall be ½" (12mm) maximum diameter and 1 ½" (38 mm) long maximum above the bonnet. These bolts must not pass through the chassis or be attached to the suspension bed. Front bolts must go through the slam panel or the inner wings. Front bolts must be no further forward than the slam panel. Maximum size of washer is 1½" x 1½" x ¼".(38 x 38 x 6 mm)
- Bonnet pins and clips can also be used to secure the back of the bonnet or they can remain on the original hinges. Corner plates may be used. Minimum 1mm steel or 2mm aluminium flat plates.
- Original one-piece plastic bumpers must be retained and securely affixed without protrusions by way of six bolts (i.e. use mushroom / countersunk headed bolts).
- No reinforcing behind front or rear bumpers, you are permitted to replace any damage behind the bumper only. It must be bolted in the original place not welded, with 1" x 1"

box section, no thicker than 3mm. Scrutineers decision if they think it has been over strengthened.

- Boot spoilers may be fitted if standard to the car.
- Sunroof apertures must be plated over (bolted or welded) with sheet steel - minimum thickness 1 mm.
- A Metal Mesh Screen must be securely fitted to the driver side aperture of the front window, max size mesh is 3mm thick. Max hole size of 75mm x 75mm, and must have a central bar minimum 19mm SHS and welded in place.
- Wheel arches may be cut away; if the body is cut then 2" (50mm) wheel spats of mild steel must be fitted. Wheel arches cannot be folded.
- Seam welding is not permitted anywhere on the car with the exception of WHEEL ARCHES.
- Cars with tatty, dented, corroded and badly battered panels will not be allowed to race. All bodywork panels must be in a safe condition with no sharp edges and in a presentable manor.
- A complete firewall must be between the engine and driver's compartment to help protect the driver from the possibility of burns from fire, fuel, oil or water. This must be made of metal and all holes covered, except for minimal size holes for cables, pipes, electrics etc to pass through.
- The total minimum weight at the end of the race, without the driver and any remaining fuel is 700kg.
- Race damage temporary repairs will only be allowed with the Promoters/Scrutineers decision.

PLEASE NOTE:- no additional welding for strengthening or armouring is permitted.

4. DRIVERS SEAT & CAB AREA

- It is compulsory to fit a steel plate to the drivers floorpan only, from the seat rails to the middle height of the pedals and maximum height to the top of the sill, and must be bolted in with a minimum of 4 M10 bolts, pointing downwards with large spreader washers under the car/floorpan.
- A seat with a head restraint must be fitted, the seat must be securely fastened at shoulder height to the cross bar or to the roll over bar, it is recommended to use a fibre glass seat, special competition type, or a solid one-piece intermediate seat and securely fitted. These must be adequately supported at shoulder height and well supported so the seat cannot move sideways, minimum of 2 M8 bolts. They must provide a strong head restraint otherwise this restraint must be an integral part of the roll cage, this cannot protrude beyond the rear of the main hoop. All type seats must be bolted with a minimum of 4 M8 bolts on the base to the floor, with spreader washers/plates under the car/floor pan area. Home-made and reclining seats are not permitted. If your seat and seatbelts are not mounted safely it is the scrutineers decision if you are permitted to race.
- Window Nets A quick release cloth window net must be fitted to the drivers door window aperture at all times when racing. The net 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 pop off quick release steering wheel is permitted, and the Boss/Splines must be in good condition and not worn. It is compulsory to infill/put centre disc in the middle of the steering wheel.
- A minimum of 2" (50mm) wide safety belts and minimum 1¾" (44mm) anti-submarine 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. Anchorage points should be fitted securely using eyelets or bolts 3/8" minimum size using large spreader washers/welded in plates if bolted through the floor. No chains or D-Shackles allowed. 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 Tubi grip 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 fitted to roll cage behind driver's seat approximately 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage specification.

Also refer to ORCi website for correct fitment (details can be found at rear of rule book).

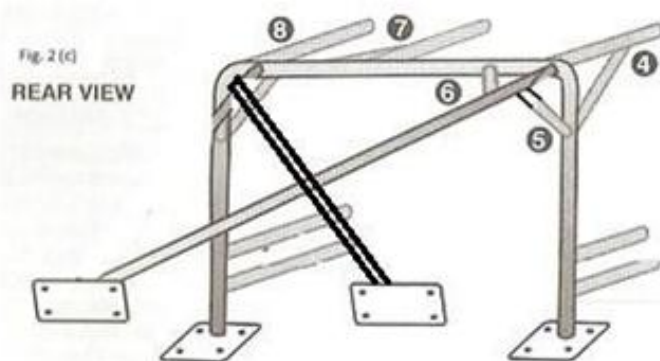
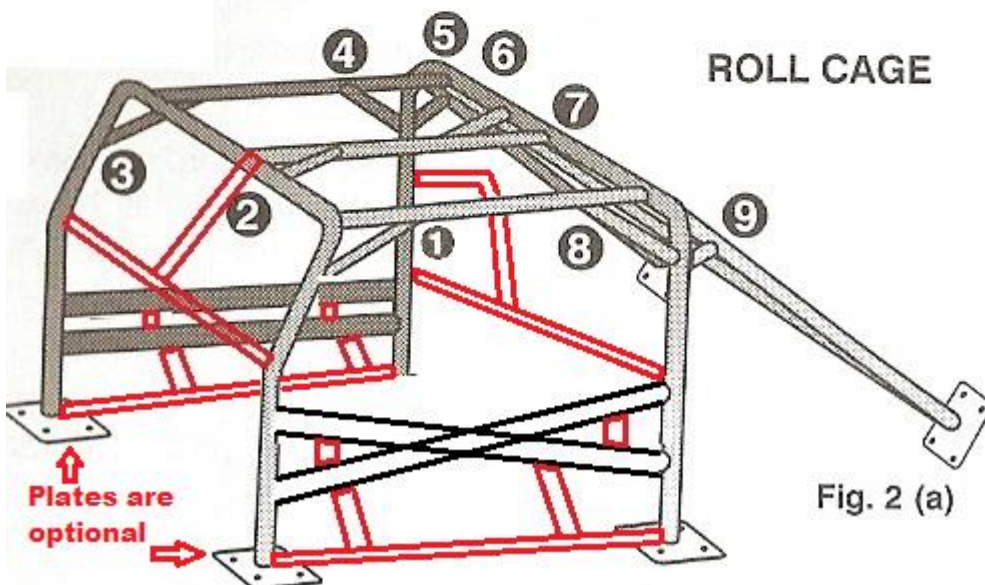
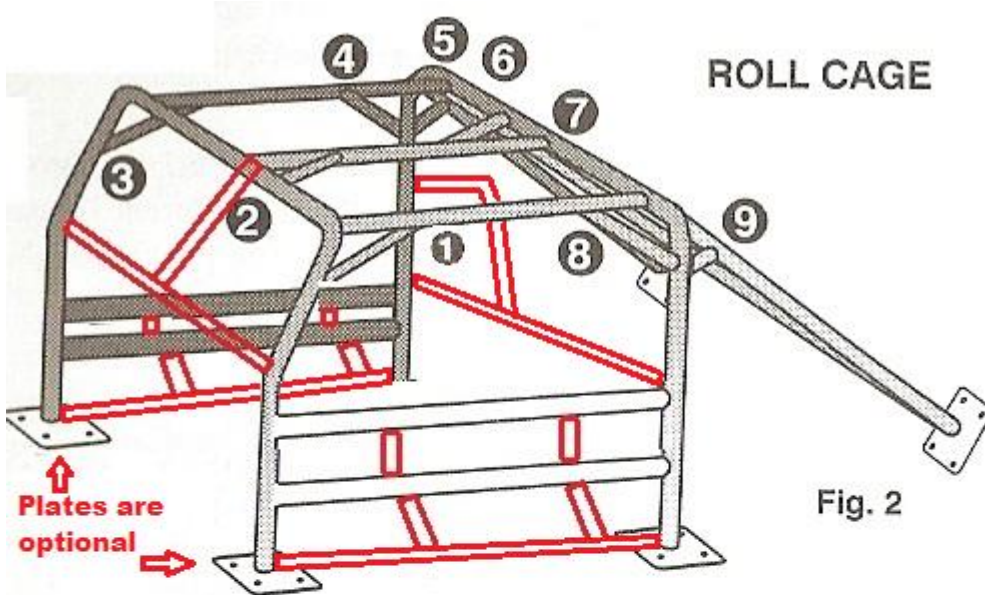
5. ROLL CAGE

No Alloy roll cage or part cages are allowed. The minimum steel roll cage protection you must have is one front hoop, one rear hoop, one rear hoop cross bar at shoulder height to mount seat support or a seat brace hoop as a seat support, three roof connecting bars, one dash cross bar *going across the bottom of the window aperture to a maximum of 5 inches down. Also 1 25mm od or 2 10mm od tube bars from top to bottom bar on roll cage front window.* Two D/S chicken bars plus two connecting bars, & two P/S chickenbars *plus two connecting bars*, & minimum 2 rear stay bars to the rear shock towers or floor but must terminate at least 4" from the rear panel (must be either Fig 2 or 2(a)). The lower bar on the drivers side (if horizontal) should be a minimum of 3" (76mm) above the sill **BAR AND THEN FROM THE BOTTOM DOOR BAR TO THE TOP DOOR BAR MUST BE A MINIMUM OF A 3" (76MM) GAP.** The roll cage hoop feet must be on a piece of 38 x 38 mm box section **OR ROLL CAGE TUBE**, 2.5mm minimum thickness, connecting front and rear hoop feet welded to sill or floor. This bar will not be classed as a chicken bar. All joints must be welded over 90% of the joint unless an approved RACMSA or a professionally made bolt in roll cage can be used. The cage must not protrude through the bulkhead with the following exception. It is permitted to support both turrets from the rollcage with the maximum material and gauge as the roll cage, but the shock absorber must not connect to it. All bars connected to the cage must be steel. The minimum thickness of the roll cage are 1¼" OD 10swg (3mm) tube 1½" OD 12swg (2.5mm) tube 1½" x 1½" 10swg (3mm) box iron. Front Windscreen bars no more than 5" from window surround. **IT IS COMPULSORY TO HAVE SILL BARS TO JOIN THE A & B PILLARS OF THE ROLL CAGE AND THEN THE NEW DOOR BARS WOULD WELD ONTO THESE. PLEASE REFER TO DIAGRAM OVER THE PAGE.**

There must be a minimum 2" clearance between driver's helmet (this includes the peak of the helmet), when strapped in at all points of the roll cage and roof plate.

A 3mm steel plate is to be welded on all 4 sides on the drivers side from the centre bar covering the drivers head.

All welding must be of a strong adequate standard (if we are not happy you will not be allowed to race) Scrutineers decision



PLEASE NOTE:- all of the above roll cage rules are new for 2026 as recommended and agreed by the ORCi for all non-contact formulas.

6. SUSPENSION

- Front and rear suspension must be fitted as original and in standard manufacture form unless stated differently, this includes front turrets and all rear suspension components and mountings on the body shell and chassis points must be in original positions.
- The wheelbase for the K11 Micra is 2360mm, you are allowed upto 20mm tolerance, to allow for race damage etc.
- All shockabsorbers must still have original, or after-market part numbers stamped on the body, clearly marked, not grinded off, over painted. A sticker does not mean it is correct. No competition type are allowed. Shockers may be removed and tested at any time.
- The original coil springs may be cut to lower the car, after-market lowering/coil over springs may be used tapered 2¼", helper coil springs or adjustable platforms are not permitted.
- Rear coil springs must have a secondary fixing on lower part of spring to axle beam. It may be bolted, metal straps (no hose clips permitted), seatbelt/ratchet strap or similar type webbing or a metal cable tether so spring doesn't come out on impact.
- Negative camber is allowed on passenger front wheel only with a maximum of and no more than 1", not positive camber. No negative or positive camber on drivers front and both rear wheels.
- No lengthening of driveshafts.
- You may connect both lower wishbones using 8mm chain, to the front bottom arm bolts only. No welding of the chain is permitted apart from each end making a locating bracket.
- The use of rose joints or other spherical type bearings are not permitted with the exception of the steering column only.

7. ENGINES

- Only engine that can be used is the standard as manufactured Nissan Micra K11 1000cc 16v UK Specification.
- An overbore up to 0.5mm is permitted on the minimum standard bore.
- "Decking/skimmming/re-facing" of engine block top surface is prohibited.
- The minimum cylinder head thickness = 120.5mm.
- Valve seat, valve head, valve springs, and camshaft must remain as original manufacturer.
- Standard head gasket must be used.
- No machining, polishing, ceramic or surface coating of the cylinder head or the manifolds.
- The coil pack and distributor engine may be used.
- Air filters may be removed, after-market filters are permitted.
- An oil catch tank (no glass or plastic bottles permitted), minimum ½ ltr must be connected to the engine breather system and fitted inside the engine bay.
- There will be an "buy out" clause of the engine and gearbox complete for £500. This can only be purchased by a licenced driver, who is competing in the event on that day, by approaching the meeting steward or Promoter and not the driver concerned, before the meeting final only. Any refusal will be an automatic 12 month ban. You can only purchase 1 engine within any 3 month period.

8. IGNITION SYSTEM

- The standard production distributor and/or distributor less system/electric control unit (ECU) shall be correct for the engine fitted, and must be retained. It must be complete with the correct engine systems sensors e.g. engine RPM and TDC etc, this includes standard production coil.
- The rev limiter function must not be removed.
- HT Ignition leads have to be standard, OE or after-market equivalent, maximum 8mm thickness. These can be silicone but no competition leads.

9. FUEL INJECTION

- The standard production fuel injection unit/injector/throttle body must be retained in its standard production form i.e. if a single-point fuel injection system is fitted, then it must be retained.
- Modifications to or removal of any part of the fuel injection unit, injector, throttle body, fuel rail is prohibited.
- The fuel sensor/regulator shall be retained in its original place and remain in their standard form.

PLEASE NOTE:- if any of the above appears to have been tampered with, opened up etc this will be deemed as illegal.

- The fuel injection unit/throttle body must be fitted with a secondary throttle return spring of sufficient size, strength and movement that the throttle closes once the “accelerator” or “throttle” pedal is released.

10. ENGINE CONTROL UNIT

- Only standard ECU's are allowed as fitted to 1000cc K11. (10, 12, XR, XU, Y1, YW, OR, ZR)
- For ECU's that are fitted with a vehicle immobiliser facility, this function **ONLY** may be overridden or disconnected, provided no other function of the ECU is affected. ECU re-writing, re-mapping, chipping, and performance enhancing modifications are not permitted. The placing of devices within the wiring system or elsewhere (this includes fuel lines), to provide false information to the ECU or any part of the fuel delivery control system is prohibited.
- At any time your ECU may be retained, swapped with another driver, or the Promoter may swap with their donor unit, and yours will be sent away to be checked. Refusal to agree will result in a 6 month ban.

11. GEARBOX/DIFFERENTIAL

- The only gearbox allowed is the K11 1ltr big shaft, standard as per manufacture, no small shaft or 1.3 gearboxes are permitted. No locked or limited slip differentials, no shimming of the crown wheels or any other internal work is permitted.
- The standard production gear lever and gear selector system must be retained but you are permitted to extend the gear stick/lever rearwards to enable the driver to reach, no “quick shift” levers or similar.

- Standard driveshafts only.
- Standard original fly-wheel, clutch cover and plate only permitted, no machine work or drilling of any type, the Scrutineer MAY request an inspection hole (typically 1" to 2") be cut in an appropriate part of the bell housing in order to check internal components. The driver must be prepared to allow this (or remove the gearbox for the clutch / flywheel to be checked).

12. COOLING SYSTEM

- The standard radiator must be used and remain and be fitted in the original position.
- No heater matrix's or additional oil and water coolers permitted.
- The thermostat may be removed.
- The water pump must remain as standard.

13. EXHAUST SYSTEM

- No car will be allowed to race without an exhaust system.
- Cars must be fitted with the original, standard cast exhaust manifold, no machining, polishing of eternals is allowed, rough casting must be visible, the down pipe must be standard to the car and terminate at the back of the engine. If the catalytic converter is on/in the downpipe, only the contents can be retained or removed.
- The rest of the exhaust system is free but must have at least 1 silencer box fitted, no cherry bombs or competition silencers can be used, you can also use the SKR stamped box available from the Promotion in the Pit Office, the exhaust must be routed under the middle of the car and terminate by the back axle.

14. FUEL & FUEL TANKS

- The use of BP 102 Octane rated fuel is not permitted, only road side fuel is allowed. The use of additives/octane booster and fuel scents is not permitted.
- Fuel tanks must be metal/alloy tanks. Maximum capacity 3 gallons, fitted in the rear passenger seat area and above the floor, four 50mm diameter holes have to be drilled for drainage purposes, the tank must be a minimum gap of 6" from the side of the car and securely fitted with a minimum of four M8 bolts. All tank filler caps must be of a secure leak proof metal screw type fitting with your race number and "JNR ROD" written on it with a permanent marker pen or similar.
- All tanks must be fitted with a breather system if a car is inverted. Fuel feed pipes and breathers must exit at the top of the tank and a non-return valve fitted to the breather pipe and must be working at all times (or you will be excluded from the results as random checks will be made). The non-return valve must be easily accessible for scrutineering inspection.
- In tank fuel pumps may be used.
- Fuel pipes must be metal or metal covered (braided). Flexible non metallic fuel lines may be used to connect metal fuel pipes to injection in tank fuel pump, maximum length 150mm. All pipes have to be fixed securely to prevent chafing and have a single movement (not screw type) fuel shut off tap within easy reach of the driver, down the centre of the car, which has to be clearly marked on/off.

- All fuel lines must be routed away from electrical wiring.
- A firewall between the driver and the fuel tank including filter cap/pump must be fitted, electric pumps to go behind the firewall. Any fuel filters to be behind firewall or inside engine compartments.
- The fuel tank must be covered in a non-flammable material box covering three sides and top and leave one side open. i.e. imagine an upside down shoe box the long-uncovered side should be fitted with this opening facing the rear of the car, it may also be fully boxed in but must have a minimum of one 50mm hole drilled in the rear for easy access for fire marshals.

Fire Extinguishers

A dry powder or gas type fire extinguisher minimum of 2kg must be carried in the competitors tow vehicle/transporter at all times and within easy reach especially when re-fuelling the race cars, as per the ORCi guidelines.

15. BATTERY AND ELECTRICAL

- Batteries must be securely clamped in place and covered with a leak proof material to prevent spillage of acid, and positive battery terminals must be covered to prevent shortening out with a non-conductive material. The use of gel batteries is permitted, they may remain in its original position under the bonnet, in passenger seat area, but it is not recommended behind the driver unless its fully boxed in with a gel/dry cell type battery. They must be fitted at least 6" from the fuel tank.
- A battery isolator engine kill switch must be fitted in the earth circuit to the rear left hand window of the car within easy reach of track marshals and be clearly marked on/off with a ORCi isolator locator sticker, the isolator switch knob must be either painted or bright red in colour, a switch must also be within easy reach of the driver to stop the engine and electric fuel pump if fitted.
- All wiring must be securely fastened, fully insulated and kept away from fuel lines as much as possible.
- Electrical starters must be fitted and in working order.
- The use of a rev counter and other such instruments is permitted.
- The alternator may be removed, if it is retained the wiring must be removed from the back of the alternator.
- Two brake lights must be fitted onto the parcel shelf or window aperture and a minimum of 30" apart facing rearwards, they may be square or round minimum size 75mm maximum 100mm, bulbs to be of 21w intensity or the equivalent LED type lights may be used.
- The lights must be operated by the standard stop light switch as fitted to that particular model of car, no other switches or modifications to switches to be made, all brake lights must be red.

16. BRAKES

- The braking system, including the servo must remain as per manufacture, standard and be equal size both sides and working on all four wheels. All brakes must be able to stop the

wheel when jacked up and rotated by hand, with minimum force (scrutineers decision is final).

- No vented discs, competition brake pads or removing any friction material is permitted.
- The original handbrake must be obtained and operational.

17. WHEELS & TYRES

- Only standard Nissan 13" and 14" **MICRA K11** steel and aluminium wheels are permitted, with a maximum width 5½" J
- No machining or modifying of wheels of any type is permitted.
- No wheel spacers are permitted
- Same size wheel and tyre across the same axle at all times
- No hub caps, wheel trims and all balancing weights have to be removed.
- Wheel studs must have sufficient threads to accommodate a full nut, standard and full nuts cannot be machined down, this means the thread must protrude through the nut, or you are permitted and have to fit longer studs. No dome or capped nuts.
- Tyres may not be recut, tyre softener is not permitted, tyre gaitors cannot be used, tyres must not be buffed.
- Road legal tyres only, minimum tyre profile of 55 with a tyre width up to 185mm maximum, all tyres must have markings in the conventional format consistent with standard road tyres. No competition tyres of any kind, or any tyre not designed specifically for road use i.e. rally type or off road tyres, Toyo Proxies (R888), Avon 7.3's, Avon Turbospeed, Yokohama's, Colways, knobblies or slicks. The Promotion reserves the right to review the regulation of any tyres that are not in the spirit of the rules.

18. APPEARANCE

The car should be tidy and well painted with the driver's name on the sun visor and all sign writing must be smartly presented.

A fin type roof number with figures must be fitted, to be clearly seen by race control. The fin plate has to be white with plain black numbers of professional appearance. Numbers have to be a minimum size 9" high x 1½" wide, with easy readable font, no sparkle or shadowing allowed, or writing in numbers, no part of the fin plate can over hang the roof.

Your racing numbers must be displayed on both front doors in solid bold black numbers, minimum 300mm high in 50mm strokes, on a white background with at least 50mm of white border showing around the numbers.

19. ROOF/GRADE COLOURS & STARTING POSITIONS

The roof panel has to be in correct grade colour, minimum of 3ft x 3ft square.

To make it easier for regular grade changes, you may also bolt on a flush fitting 3ft x 3ft square 2mm max thickness aluminium plate, using a minimum of 6 M8 bolts (not riveted or screwed) with your new correct grade colour.

Roofs must be in the correct colours as stated over the page:-

Gold Roof Champion	-	Gold
British Champion	-	Black & White chequered
Points Champion	-	Silver
Superstar	-	Red roof & flashing lights
Star Grade	-	Red roof
A Grade	-	Blue roof
B Grade	-	Yellow roof
C Grade	-	White roof

If you win a heat, you must start at the back of your grade. (The final may be grided).

All Champions must start at the back of their grid. The National Points and Gold Roof Champion will start at the back of the Superstar's being the last 2 cars on the grid but starting in front of any novices.

20. TRANSPONDERS

Cars are required to have a Transponder fitted and in full working order for lap scoring purposes, these will be the AMB/MyLaps Transponders and the model types can be 260DP, hard wired red casing. If you are buying an X2 Transponder you must get the car one. The kart one won't work on the new system upgrade. Any questions please contact us first.

Transponder – is to be located in front of the passenger side front seat mounting point/cross brace, a hole is required in the floor with the transponder fitted vertically just below the hole.

21. RACECEIVER

All Drivers must now use a Raceiver, a radio that allows the meeting steward to speak to all drivers. Raceivers are there to aid a driver. Drivers must still be aware of any on track incidents. If a driver cannot hear any radio communications, they must retire to the infield.

22. DRIVER SAFETY EQUIPMENT & SPECIFICATION REGULATIONS

The “Driver Safety Equipment Specification Regulations” are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves etc), will be retain during the meeting by the scrutineer, Promoter or appointed official and will be returned to the driver at the end of the meeting.

These regulations are located in the “Technical” section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:
 ORCi Website Technical Section:- <http://www.orci.co.uk/Content/Technical>
 ORCi Website Home-page:- <http://www.orci.co.uk/Home>

23. RULES OF RACING

- New drivers must have a large black cross on the back of their car and start their first three meetings from the back of the grid behind the superstars. After this, the Promoter/**Stewards** discretion on starting grid position will then apply. The black cross is to be removed when starting from a driver's correct grading position.
- Any driver seen to be making deliberate contact with another driver will receive a warning flag (white flag with black cross) and this will be recorded. Should he/she commit another offence they will receive a black flag which will be a load up on the day. Should any driver receive two black flags within a 3 month period then they will not only be loaded up for their second black flag but will also receive a 2 month ban. Any heavy contact deemed to be too excessive **and deliberate** on the day will result in an immediate load up and referral to the Board of Control to see if the 2 month ban should come into place.
- When overtaking a vehicle on the same lap, it is your responsibility as a driver to ensure the whole of your car is completely past the car being overtaken before taking the racing line. It is NOT the responsibility of the driver already on the racing line to brake and let you in. Such offences will be penalised.
- Number of racing laps is: Normal Heat 10 laps. Final Race 12 laps.
- All races are a rolling start, drivers will be instructed via the Raceciever system when to start racing - "jumping" the green flag will be docked a minimum of 2 (two) places from the race result.
- Maximum number of cars per heat will be 24 subject to the discretion of the Steward / Clerk of the Course. 1/3rd - 2/3rds format will be adopted thereafter.

For ORCi rules of racing go to:- <http://www.orci.co.uk/Content/Technical>

SCRUTINEERING/TECHNICAL CHECKS

- Any faults or discrepancies will be put in your drivers/log book, if no licence available these will be sent direct to all promoters and scrutineers for your next meeting for future reference.
- If you lose/forget your licence book and are issued with a day licence on a regular basis, this will be reported to the promoters and may result in possible disciplinary action.
- Repeat faults found on any cars you will be refused to race until rectified so make sure all your equipment and car are correct to this rule book.

24. DISCLAIMER AND SCOPE

Even though Junior Micra Rods is a non-contact formula it is possible that accident or injury risk are inherent. This rule book aims to minimize those risks wherever reasonably practical. By signing a licence application all drivers accept that Motorsport is dangerous and agree to compete under those conditions.

The Promoter may amend or update rules at any time for Health & Safety requirements or competitive reasons.

REVISED RULES FOR **2026** HIGHLIGHTED IN **BOLD/ITALIC/RED PRINT**