

2023 V8 Oval Series Regulations V-2 (06-04-2023)

Incorporating cars from V8 Oval Series, CAMSO, SCSA, ASCARS

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1. SPORTING REGULATIONS - GENERAL

1.1 Jurisdiction:

The Series Organization reserves the right to alter these regulations **at ANY time** if in their opinion an unfair or un-economical advantage is being gained by an individual or team and or the actions of any driver or team are detrimental to the overall wellbeing of the Series. Any changes will only be applicable after KNAF approval and publication of the changes on the KNAF-website (by means of a bulletin).

1.2 Officials:

1.2.1 Coördinator: **Maik Barten (26862)**

1.2.2 Head official/starter: **Danny Derks (53765)**

1.2.3 Drivers Reps: **Geert Wijnhoven (50939)**

1.2.4 Technical Scrutineer: **Har Hendriks (49100) / Twan van der Sterren (9690)**

1.2.5 Race Director: **Maik Barten (26862)**
Race Director trainee: **Patrick Hendriks (TBA) / Christoff vanderkerckhove (TBA)**

1.2.6 Safety Scrutineer: **Twan van der Sterren (9690) / Geert Wijnhoven (50939)**

1.2.7 Timekeeper: **Bart Loonen (49528)**

1.3 Registration:

1.3.1 Entrants must be in possession of a valid KNAF EU/National license or other ASN EU/National license (with ASN approval for foreign drivers to compete outside the ASN's territory) and Raceway Venray license in order to race in the Series (see KNAF Reglementen Boek, Reglement Licenties).

1.3.2 The race calendar for 2023 is;

10-04-2023	Paasraces
29-05-2023	Pinkerraces
25-06-2023	SuperCup National Hotrod
19/20-08-2023	WorldCup Stockcar F1 + F2 & European Championship National Ministox
24-09-2023	EuroCup V8 Oval Series / Najaarsraces
28/29-10-2023	Finale races + GoldCup Stockcar F2 Junioren & World Cup Saloon Stockcar

1.4 Starting Regulations:

1.4.1 The starting order for manche 1 and manche 2 is according to the group classification drivers 2023.

The order of the drivers in the groups are reversed between manche 1 and manche 2, in short; the driver who starts in the front of the group in manche 1 is starting last in the group in manche 2.

The starting order of the final is in order of the most points from manche 1 + manche 2, the driver with the highest number of points from the group, starts in the front of that group.

Drivers who can't complete laps faster than the minimum lap time, will start from the back of the grid.

The minimum lap time is 110% of the fastest lap time achieved on that race day before manche 1 starts.

Drivers who can't complete laps faster that 115% of the fastest lap time achieved on that race day before manche 1 starts are not allowed to start. In case of force majeure the minimum lap time will be determined by the race director during the race day in accordance with the track conditions of that specific race day. These drivers will get extra practice time at Raceway Venray (if this is possible)

1.5 Scoring:

1.5.1 All competing vehicles shall be fitted with a working timing identification module (transponder). The transponder required must be compatible with the Raceway Venray My Laps timing system. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the transponder may result in the competing vehicle being untimed and not counted in the final results. Transponders must be mounted at a distance no higher than 40cm from the ground, with clear view to the track, mounted vertically so you can read the transponder number.

1.5.2 **Competitors** points will be awarded as follows:

POSITION	MANCHE	FINALE
1	15	25
2	13	23
3	11	21
4	10	20
5	9	19
6	8	18
7	7	17
8	6	16
9	5	15
10	4	14
11	3	13
12	2	12
13	1	11

14		1		10
15		1		9
16		1		8
17		1		7
18		1		6
19		1		5
20		1		4
21		1		3
22		1		2
23		1		1
24		1		1
25		1		1
26		1		1
27		1		1
28		1		1
29		1		1
30		1		1

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- 1.5.3. All drivers who drive at least one green flag lap in a manche / final are classified and score points.
- 1.5.4. All drivers who receive a black cross during a manche / final will be set back one position in the result. When collected another black cross in the same manche / final the driver automatically will be disqualified for that specific manche / final.
- 1.5.5. A driver declared under investigation by the race director must come to race control immediately after a manche / final. If this does not happen, that driver will not be allowed to participate in the next race.
- 1.5.6. It is possible to share a car with the same starting number during the championship, the points obtained are added together and compete together for the Dutch championship.

1.6 Awards:

- 1.6.1 All awards are provided by Raceway Venray.
- 1.6.2 The 'End of Day' trophies will be awarded to the drivers with the highest scores in the Ascar and Offset cars of the day from the total of the day's races. 1st, 2nd and 3rd place in both standings will be calculated by adding the driver's scores from manche 1, manche 2 and the final together.

- 1.6.3. At the end of the season the trophies will be awarded to the drivers top 3 drivers with the highest scores of points during the V8 Oval Series season 2023 in the Ascar and Offset cars.

2. SPORTING REGULATIONS - RACE MEETINGS & RACE PROCEDURES

2.1 Entries:

- 2.1.1 Competitors are responsible for making their entry prior to the entry closing date for which the driver has been invited by the V8 Oval Series Organization or Stichting Raceway Venray. See; <https://inschrijven.racewayvenray.com/>
A fine may be imposed on any driver who fails to sign in to the meeting on time.
- 2.1.2 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the coördinator in writing ASAP. See regulation 3.1.1
- 2.1.3 All license applications must be approved by the V8 Oval Series Organization and a V8 Oval Series driver has to pass a V8 Oval Series "Rookie Test" or must have raced in the V8 Oval Series / Late Model Series earlier and show his skills during those race(s). All this at the approval of the V8 Oval Series Organization only.

2.2 Briefings:

- 2.2.1 **ALL drivers + spotters*** will be required to attend a drivers briefing which will be held at the beginning of each race meeting. **All drivers + spotters* will be required to sign in to the briefing.**
- 2.2.2 Any driver/spotter* failing to attend the briefing, unless specifically excused by the coördinator must start at the back of the grid at manche 1 and get a 10 sec. time penalty at the result of manche 1.

* If the driver has a spotter.

2.3 Races:

- 2.3.1 During a race day (from heat 1/Euro Cup), the use of only a single racing car is allowed. In free practice the use of spare cars is allowed.
- 2.3.2 The standard minimum scheduled distance whenever practicable shall be 2 x 25 Lap manche's and 1 x 30 Lap final. Any race distance can be reduced at the discretion of the Race Director. Special meetings can be run to a different format. The format will be made available from the organizer prior to the meeting and published on the official notice board.
- 2.3.3 All competitors must be ready to take their car to the track 10 minutes prior to the start of the race. 10 minutes before the cars can enter the track, a message will be sent to the V8 Oval Series organization group Whatsapp and a sound signal will sound in the pit lane. Competitors arriving after this time may be ordered to start from the back of the grid.
- 2.3.4 Excessive weaving to warm-up tyres - using more than 50% of the track, and falling back in order to accelerate and practice starts are prohibited.

2.4 Pit & Paddock:

- 2.4.1 All Drivers to take all due care and drive at minimal speeds in and around the pits and pit lanes.

Any driver seen to be speeding in the paddock / pits will be sanctioned.

- 2.4.2 The use of an environmental mat / heavyweight tarpaulin protecting the ground to prevent contamination is compulsory when working on cars in the pit and paddock areas. The mat / tarpaulin must be in one piece and extend beyond the footprint of the car.
- 2.4.3 All V8 Oval Series cars must use a pitbox from Raceway Venray during a race day.
If not available, exceptions are allowed.
If the car is ready, please put the car in front of the pitbox.
- 2.4.4. All campers/caravans must be parked on the campsite during a race day.
All transport vehicles must be parked between the main grandstand and the Piet Keizer memorial location.

The space on the side of the airport will only be used for promotional purposes.
No vehicles, trailers or the like may be parked there.

2.5 Race Finishes:

After taking the Red Flag drivers are required to:

Progressively and safely slow down, remain behind any competitors ahead of them, return to the place as instructed, comply with any directions given by marshals or officials and to keep wearing the helmets on and harnesses while on the circuit. The race can be restarted at any time by the race director.

Overtime / Green, White, Finish:

If we get a caution before the finish we go into the overtime, that means that if we are ready to race we will have 2 race laps after the green flag, so a Green, White (flag), Finish.

A minimum of one ASCAR and one Lefthander chosen at random plus the winner of the race will be required to present themselves and their cars for technical inspection. Cars that are called for technical inspection must be parked immediately after leaving the racetrack at the designated location (parc fermé) without changing anything to the car(s).

Failure to adhere to this regulation automatically means that you will fail any post-race checks and therefore regulation 3.7.1 will be actioned.

2.6. Start Procedure:

The start will be a rolling start, the formation before the start is a two by two formation in two single files, the driver on pole-position is allowed to start only in the start zone.

(The start zone is visible through the pawns in front of the main grandstand)

It's not allowed to leave the two by two formation before green flag.

We start in 4 separate groups (white, yellow, blue, red; see appendix group classification drivers)
The coordinator is allowed to change the group classification drivers in the supplementary regulations from the race day.

The first group will start in the start/finish zone. The last group will start exactly halfway through the circuit in the newly created starting zone. (Right across from start/finish) Group 2 / 3 leave a gap between the groups of about 125 meters.

Restart after full course yellow; At the restart we start in single file, it's not allowed to leave the single file formation before green flag. All cars must be connected in one group, with no big gaps in between.

2.7 Overtime Procedure:

When the Race is under caution during the closing laps and before the finish, the Race distance may be extended beyond the advertised distance. Overtime will be in effect under the following two circumstances:

- 1) When the caution period is continued into the lap preceding the scheduled white flag lap of the advertised distance of the Race.
- 2) If the caution lights are illuminated and/or yellow flag is displayed prior to the leader crossing the start/finish line before receiving the scheduled white flag in the advertised distance of the Race.

A Race that is extended and restarted in Overtime will consist of one or more restart attempt(s) and requires the leader's vehicle to break the vertical plane of the leading edge of the "Overtime Line" under green flag conditions on the first lap of the attempt. A restart attempt will consist of a green flag lap, a white flag lap, and a black and white checkered flag finish. The "Overtime Line" is placed on the racetrack at the same location as the finish line.

If the caution lights are illuminated and/or the yellow flag is displayed before the leader's vehicle breaks the vertical plane of the leading edge of the Overtime Line, the Overtime attempt will not be official and subsequent attempt(s) will be made until an official attempt occurs (i.e. the leader's vehicle breaks the vertical plane of the leading edge of the Overtime Line under a green flag condition).

2.8 **Flag signals:** (Indicated by the Race Director via the race radio + starter)

The green, yellow and red signals are shown through a flags as well as lights on the circuit. But the race radio from race control is leading and overrides flag/light signals.

Green Flag/light

The green flag indicates that the race has started or restarted. It is shown by the official in the flag stand when the leader enters the designated restart zone, which is located a short distance before the start/finish line.

Yellow Flag/light

The yellow flag, or caution flag, indicates a hazard on the track — most often an accident, but sometimes also for debris, light rain, emergency vehicles entering (usually on short tracks with no tunnel) or a scheduled competition caution (usually used for races that have been postponed due to inclement weather). All cars must slow down and follow the pace car. Passing is not allowed under the yellow flag

Red Flag/light

The red flag indicates that the race has been stopped. This may happen due to a large accident, inclement weather, track repair (such as damaged catch fencing), or for severe track cleaning. Cars may be ordered into the pits or on the track depending on conditions; red flags for inclement weather generally result in all cars parking in the pits. Race teams are not permitted to repair or adjust cars during red flag conditions. However, drivers may exit their cars, and they may be provided with water, food or other necessities. This flag is also used with the flag to signal the end of a practice or qualifying session. (Restart is always possible)

White Flag

The white flag indicates one lap remaining in the race.

Checkered Flag

The checkered flag indicates that the race is over.

Black flag with orange circle

A mechanical black flag is a black flag with an orange disc in its center which indicates that a vehicle is being summoned to the pits due to serious mechanical problems or loose bodywork that presents a risk to other competitors. The driver must leave the circuit within 3 laps. (This flag is not a disqualification)

Black Flag

The black flag indicates that a driver must pit immediately. This flag is shown if the driver or pit crew violates a rule (e.g., speeding through the pits), if the vehicle has sufficient mechanical damage that it is a hazard to other drivers, if the vehicle cannot maintain the minimum required speed (varies by track; typically disclosed in the pre-race drivers' meeting), or if a driver has been driving overly aggressively. In the event of a failure of the in-car radio, at the team's request, display the black flag to signal a driver to pit, one time only.

2.9. Parc Fermé

- 2.9.1 The location of the Parc Fermé will be mentioned in the Supplementary Regulations.
- 2.9.2 The Parc Fermé can only be entered by qualified officials.
Adjustment, checks, changes or repairs are forbidden unless allowed by the Technical Scrutineers in charge of the Parc Fermé or by the applicable regulations.
- 2.9.3 The Parc Fermé is mandatory for all races where a Technical Scrutineering is planned after the finish of these races.
- 2.9.4 At the end of a race, the area between the finish line and the entry of the Parc Fermé and the Parc Fermé itself will be under Parc Fermé rules.
- 2.9.5 The time of the Parc Fermé is at least the time that a protest can be filed against a car (30 minutes after publication of a provisional result on the publication board).
- 2.9.6 The Parc Fermé will be opened for a specific competitor only after the competitor has received permission from the Race Director to take possession of his car again.

3. CHAMPIONSHIP / SERIES PENALTIES:

3.1 Absenteeism:

- 3.1.1 A driver who has registered for a race but cannot participate is kindly requested to report this to Raceway Venray.

3.2 Cheating:

- 3.2.1 As an individual involved in car racing, it is your duty to protect the sport. If you know of, or suspect, cheating or any infringement of the rules likely to bring the sport into discredit, report it to the coördinator immediately.

3.3 Intoxicants:

- 3.3.1 To any driver or official who, during the course of a meeting, takes or suffers from the effects of taking any drug or alcoholic liquor, the V8 Oval Series Organization shall take whatever disciplinary action it deems necessary, referring to the FIA Appendix C; Anti-Alcohol regulations (see also KNAF Reglementen Boek, reglement Alcohol) and the FIA Appendix A; Anti-doping regulations.

3.4 Deprivation of Rights & Privileges:

- 3.4.1 The V8 Oval Series Organization has the power to deny an individual or team their rights and privileges in whole or in part. Such power includes – but is not limited to – the power to exclude an individual or team from participation to any race and/or removal from the circuit area.

3.5 Protests:

- 3.5.1 All protests should follow the procedure as outlined in the FIA CSI, Article 13, KNAF Reglementen Boek, Reglement Protesten / Reglement Technische Protesten
Protests which do not follow the correct procedure will be inadmissible.

Each protest must be accompanied by a deposit/fee, the amount of which shall be set annually by the KNAF (see KRB, Reglement Protesten / Reglement Technische Protesten).

3.6 Behavior / Attitude:

- 3.6.1 Misbehavior towards all officials, spectators or drivers will not be tolerated and will be sanctioned right away.

3.7 Infringements of Regulations:

- 3.7.1 Any competitor found guilty of infringing these Regulations (Sporting or Technical) may be reported to the Race Director for a possible fine or penalty which may include a race day ban and exclusion from the meeting or total suspension of the V8 Oval Series license and exclusion from the championship.
- 3.7.2. The V8 Oval Series Organization can take any car to a dyno test. If the car isn't conform the regulations the cost of the dyno test (€ 250,-) is for the car owner and the car/driver loses all the points from that race day. If the car is correct, the V8 Oval Series pays the dyno test.
- 3.7.3 Competitors are responsible for the action(s) of their team, family and friends therefore the regulations (above) also apply to anyone associated to the competitor.
- 3.7.4 Following offenses have fixed penalties to be used by the Race Director:
- 3.7.5 Not keeping your racing line / do not give the space to be overtaken:

Before entering turn 1 and turn 3, drivers must choose whether to drive the high or the low line (indicated by the white lines, visible in the photo below)

After entering turn 1 and turn 3 it is mandatory to keep this high or low line until you come out of turn 2 or turn 4. As soon as a car is close to your car this line must be held in turn 1/2 and 3/4.

So if someone is driving close behind another car, then both drivers have to choose whether to take the high or the low line, in turn 1/2 and turn 3/4. It is **NOT** allowed to change lines, just like that it is not allowed to drive in the middle of the two lines.

Both cases will be penalized for non-compliance with these rules by the race director by the following penalties;

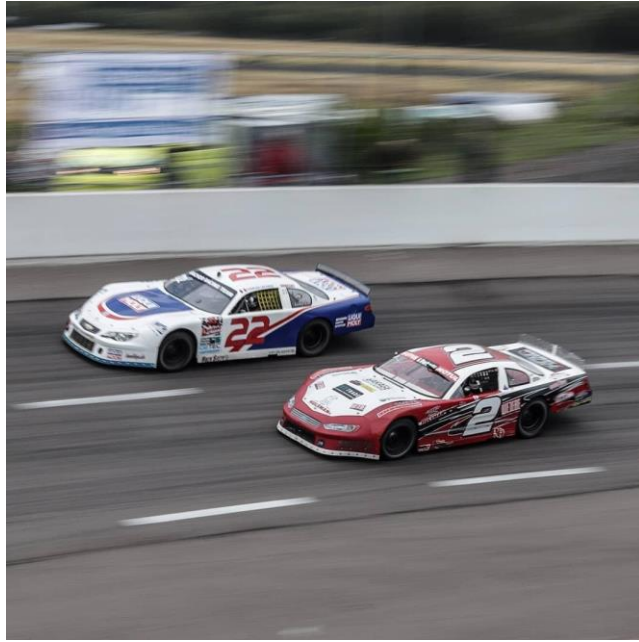
(The order below is valid if there has been no contact between the cars. If there has been contact, the minimum penalty is 1 place back / black cross)

First infringement = Warning

Second infringement = 1 place back (black cross)

Third infringement = 2 places back

Fourth infringement = 2nd black cross = Black flag / disqualification of that manche/final (as described in point 1.5.4.)



- 3.7.6 **Jump start**
1 place back
- 3.7.7 **Unfair driving**
Disqualification of that manche / final.
- 3.7.8 **Dangerous driving**
Race day ban
- 3.7.9 **Driving at the complete inside line (3 wide)**
5 places back in the results for the innermost car
- 3.7.10 **Technical not conform regulations at the post race control on tyres, height and weight**
Disqualification of that manche / final.
- 3.7.11 **Technical not conform regulations**
Loss of 100% of the points achieved in the race day.

4. TECHNICAL REGULATIONS:

4.1 Introduction:

- 4.1.1 These rules have been formulated to provide as equal and economic racing as possible. It should be clearly understood that if the following texts do not clearly state that you can do it; you should adopt the principle that you cannot do it!! If in doubt on any of the above seek the advice of the Series coördinator.

4.2 Description:

- 4.2.1 All chassis must be approved by the V8 Oval Series Organization.
Current approved chassis include Howe, Lefthander, LFR.
To seek approval for another chassis manufacturer, please contact the Series coördinator.

4.3 Safety Requirements (Competition Car):

4.3.1 Seats

The driver's seat must be professionally manufactured and be designed for use in Oval racing and FIA approved. Seats must have as a minimum a rear & right hand side head rest. Seats conform CSI appendix J article 253.16 (2013) but the FIA norm 8855/1999 with maximum age of 10 year and FIA 8855/2009 also maximum age 10 year are also accepted. Original seats from the USA specifically manufactured for Oval Racing purposes are also allowed. The final judgement of seat approval resides at the Technical Scrutineer.

4.3.2. Seat Belts

The minimum size of harnesses permitted for use are those of a five anchorage point type, using a minimum shoulder strap size of 3 inches (2 inch shoulder strap size is allowed when combined with a HANS device) with a Latch and link or cam lock release. The only anchorage points to be used are those fitted in the chassis by the licensed chassis constructor. These anchorage points are to be used to retain the seat belts only.

Seat Belts conform CSI appendix J article 253.6 (2013) FIA norm 8853.98 or higher.

Original seat belts from the USA specifically approved (e.g. SFI) for Motorsport purposes are also allowed as long as they are not frayed / broken.

The final judgement of seat belts approval resides at the Technical Scrutineer.

4.3.3. Window Nets

A driver's window must have web-type safety net with latch link release mechanism. Springloaded releases are not approved. Net must be secured in place and centered in the door area, fastened to the upper roll cage, horizontal member, when the car is on track. Window Nets conform CSI appendix J article 253.11

It is not permitted to close the passenger side window. Side window apertures (driver and passenger side) must remain as produced. No righthand side passenger window is allowed and must remain as an open aperture at all times, both sides must have a minimum opening of 45 centimeters.

4.3.4 Fire Extinguisher

Fire extinguishers must be according to CSI appendix J article 253.7.2 and 7.3.

When using a plumbed in system the pull cable inside the car must be within easy reach and be operational by the driver and be clearly marked with the official logo. When using the 1kg handheld extinguisher this must be within easy reach and be operational by the driver.

Automatic fire extinguishers are valid for 2 years and, like all other systems, must have a valid inspection sticker and/or report.

All fire extinguishers must be always armed when waiting in the holding area, on the circuit and in the pit lane.

4.3.5 Fire Walls / Bulkheads

It is required that the bulkhead between the driver compartment and the engine bay is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.

It is required that the bulkhead between the fuel cell, oil tank, auxiliaries and the driver compartment is sufficient to prevent the passage of flame or liquid. All gaps should be filled with GRP or fire resistant putty.

4.3.6 Circuit Breaker / Electrical Cut-Off Switch

An electrical isolation switch is required on all competing cars and be capable of stopping the engine at any time. CSI appendix J article 253.13

All cars the minimum requirement is to have the externally operated switch. This should be clearly marked with the official logo.

- 4.3.7 A high intensity rear 'Rain' light must be fitted and be in full working order with **No exceptions**.
- 4.3.8 All cars must have a towing strap fitted to the chassis rail on the front and rear cross member at a height no higher than the front or rear bumper to aid recovery of broken / non running cars
- 4.3.9 The switch for activating the automatic fire extinguishing system (on the outside of the car) as well as the circuit breaker / electrical cut-off switch must be made visible with the stickers shown below.



4.4 Safety Requirements (Driver):

4.4.1 Fireproof clothing

Fireproof race suits, underwear, balaclava, gloves and boots are compulsory. All clothing must have valid FIA or SFI certification according to CSI appendix L with FIA norm 8856-2000 or 8856-2018.

4.4.2 Helmet and neck support system

Helmets must meet or exceed one of the following standards according to CSI appendix L with norm; (full face helmet)

- (a) **FIA 8859-2015, FIA 8860-2010 and FIA 8860-2018**
- (b) **Snell SA2010, Snell SAH2010, Snell SA2015, (not valid after 31-12-2023)**

The European standard helmet may be used in Fiberglass, Carbon or Tri-Composite form only. NO POLYCARBONATE helmets are allowed.

4.4.3 Visors / Goggles

Shatterproof visors / goggles must be worn at all times whilst on track.

4.4.4 A mandatory head and neck support system must be worn by all drivers at all times whilst on track, systems must be SFI or FIA approved, for example:

- (a) H.A.N.S device
- (b) Simpson Hybrid device

4.4.5 Race Radios

An V8 Oval Series approved race receiver tuned to the Race Control is mandatory for all drivers at any time on track and 10 minutes before every session (test/training, heat, final). Spotters are not mandatory, the driver is responsible for good visibility around the car.

Radios will be checked prior to the start of each race. In case of a non-working radio the driver is prohibited to take part in the race.

In case a driver cannot listen to Race Control any longer during a race the driver has to stop racing and park his car on the infield immediately.

If Race Control during a race suspects that a driver can no longer hear them, the driver in question will be shown a black flag and he has to leave the race.

When a driver is forced to stop on the infield they are obliged to keep listening to Race Control and don't park on the 1/4 mile oval.

4.5 Chassis:

4.5.1 Ground Clearance (minimum)

Minimum ground clearance is 3,5" (89 mm)

The minimum ground clearance measurement is taken between the lowest point of the main chassis structure and the ground that the car is sitting on.

Side Skirt Clearance. A minimum of 2" (50mm) clearance is required, measured in a vertical plane between the bottom of the skirt and the ground.

Clearance is to be measured with the driver on-board immediately after the race.

The measurement is conducted on the measuring surface during Technical Scrutineering. The measuring surface is available to the participating teams to check the minimum ground clearance during raceday after consultation with the Technical Scrutineers.

4.5.2 Dimensions

4.5.2.1 **Wheelbase** (off-set or straight up) must not exceed 105" (2667mm) side to side maximum tolerance = 13mm.

4.5.2.2 Track Width

Late Models must not exceed 77" (1955mm)
SCSA / ASCARS must not exceed 77" (1955mm)

The track width measurement is taken from the lower outer edge of the tyre just in front of the center line of the axle where the tyre makes contact with the ground and just behind the center line of the axle where the tyre also makes contact with the ground. These measurements are then added together and divided by two (2) to obtain the final reading.

4.5.3 All dimensions are measured with driver on board and can be taken at any time during the race meeting.

4.6 Bodywork

4.6.1 With the exception of the following, no modifications are allowed to external or internal body panels, chassis or unitary construction: it is prohibited to cut holes in any panels unless specifically permitted by V8 Oval Series organization. Nothing should protrude or be sharp.

4.6.2 All bodies not built of Carbon Fiber are allowed in the V8 Oval Series and have to have the looks of a Late Model car. (The FiveStar next gen body is recommended for replacement).

4.6.3 The bonnet must have a minimum of four (4) positive locating pins on the leading edge additional locating pins are permitted on the bonnet assembly.

4.6.4 The rear deck panel of body work must be hinged or removable and secured with quick release pins or fasteners

- 4.6.5 A full, standard shape, molded front windshield representing the original manufacturer's model must be used. Windshield must be secured to prevent windshield from popping out under internal pressure. A minimum of two (2) windshield braces must be in place.
- 4.6.6 A full, stock dimension shaped rear screen is mandatory and must be held securely in place it must also be securely braced internally to prevent bowing or distortion under racing conditions.
- 4.6.7 Side window apertures (driver and passenger side) must remain as produced. All quarter panel windows must be fitted in stock window openings. No right hand side passenger window is allowed and must remain as an open aperture at all times, both sides must have a minimum opening of 45 centimeters.
- 4.6.8 The front bumpers/grills must have mesh screen covering the air intake areas.
- 4.6.9 The front skirt, if fitted, must be in a vertical plane.
A minimum of 50mm clearance is required, measured in a vertical plane between bottom of skirt and the ground. Clearance to be measured with full tank of fuel and driver on board.
- 4.6.10 Vehicles must be fitted with one interior rear view mirror or either standard passenger car type, multi panel type or wide vision type. Vehicles should also be fitted with one driver's side externally mounted rear view mirror. All mirrors will need to be approved prior to use.
- 4.6.11 A windscreen wiper system is permitted and optional.
- 4.6.12 Roof mounted air vanes are permitted; if fitted they must be symmetrical to the cars center line, maximum width 1066.8 mm (42 inches) two template gaps 4 mm wide, 304.8mm (12 inches) and 609.6 (24 inches) measured back from the leading edge of the roof. Vane height on roof will be 25.4 mm (1 inch) maximum. Rear window strake must be fitted on the left side only 44.45 mm high (1.75 inches) maximum height.
A tolerance of +2mm – 0mm will be applied to the height measurements in this article.
- 4.6.13 The underside of the car must not be belly panned or flush paneled. Panels may not be added from the front bumper to the chassis or from the rear of the chassis to the rear bumper. No fixed or movable air directing devices are permitted underneath the car.
- 4.6.14 No panel maybe bonded together to form a one piece front or rear end, nor is it acceptable to have panels repaired with race tape with the exception of a temporary repair carried out during a race meeting. It is not permitted to tape over any panel joints.
- 4.6.15 Spoiler supports are only allowed to be fitted on the rear face. It is permitted to radius the rear spoilers by 12.5mm.
- 4.6.16 **Dimensions** Only original and unprocessed bodies are allowed.

4.7 Engines

4.7.1 Late Model Engines

GM 604 Crate Engine 400/400 with NO Alterations

Those engines have a tested standard performance of 425HP +5%. All engines that exceed this performance are considered not original.

Goodwrench Fast Burn 385 ZZ4 Partial Engine 12561723.

Engine performance may not exceed performance of GM 604 Crate engine 400/400.

SCSA/ ACCAR Engines

SCSA Cars and ASCARS must be fitted with GM LS 1 engine.

GM 604 Crate Engine 400/400 with NO Alterations.

If an LS1 engine fails beyond repair, then the GM 400/400 may be used as a replacement. Ascar engines may have a maximum tested performance of 450HP +5%.

- 4.7.2 No over boring is allowed without written approval of the V8 Oval Series Organization.
- 4.7.3 The engine block must be externally identifiable and of the original material composition it must remain on the original side of the front and rear bulkheads and orientated as fitted as standard.
- 4.7.4 The engine must remain in its original position plus or minus 3mm in the vertical or horizontal plane. Engine must be located in normal, upright position with both banks of cylinder bores at an equal angle to the vertical. A tolerance of +/- 1 degree is permitted. The measurement is taken when the lower chassis rails are of an average equal distance from either a designated floor area or measuring system.
- 4.7.5 Un-sealed engines (also after repairs) need to be tested and resealed by the organizer. If a car has no V8 Oval Series seal, that car is not allowed to participate during the race days.

4.8 Ignition / Electrical Systems

- 4.8.1 Ignition systems for Late Model cars must have a seal and comprise of the following components:
 - Distributor MSD pro billet type part numbers: 85551, 8570 or 84891 MSD 6AL digital (6425).
 - Ignition boxes will be sealed by the organization and may be exchanged between cars by the organization at all times.
 - It is recommended that Late Model type cars use the Bronze Distributor Gear MSD-8471.
 - Rev limit will be set to 6400 Rpm.
 - Only 1 ignition box per car is permitted.
- 4.8.2 The V8 Oval Series Organizers reserve the right to introduce an official V8 Oval Series ECU (for ASCAR's) which can be used and fitted in to a competing car at any time.

4.9 Suspension

- 4.9.1 Shock Absorbers;
 - All shock absorbers offset cars are equalized in 2023; Teams/drivers must adjust the shock absorbers themselves to original, then hand them in to the organisation.
 - Then these are all tested and sealed. (Costs are for the drivers)

Only the following shock absorbers may be used;

Late Model Cars

QA1 50/51/5Q (replacement 51 series 2023) series original setting. (front 5/5 and rear 4/4) or AFKO 10 series part numbers: QA1 50 series 5074 5075 -51 series 5174 , 5175 QA1 5Q (replacement 51 series) 5Q75 5Q74 - AFKO 1074 -1075

(AFKO dampers do not need to be tested, but it's not allowed to buy new AFKO dampers)

When replacing the AFKO dampers you must switch to the QA1 dampers.

- Standard original parts can be ordered; Hendriks Motorsport

SCSA / ASCARS

QA1 50 and 51 series Penske:

Left Front PS-7546-SA-L

Right Front PS-7546-SA-R
Left Rear PS-7548-SA-L
Right Rear PS-7548-SA-R

The shock absorbers as listed above may be fitted on any corner on the car. Only one shock absorber may be fitted per corner.

- 4.9.2 Springs / Anti Roll Bars: Springs must be a single piece unit or up to 2 ½ inches in diameter (inside). Springs are free, only the diameter is fixed, 2 ½ inches across the entire length (straight spring). Progressive / auxiliary springs, bump stops + bump springs remain prohibited.
- 4.9.3 For SCSA and ASCARS only it is permitted to use a flat type spring assister up to a spring rate weight valve of 5kg to maintain the spring caps in position.
- 4.9.4 Progressive springs are not permitted.
- 4.9.5 Springs/Shock Absorbers are NOT permitted to be fitted to the trailing arms.
- 4.9.6 All corners are to be fitted with coil overs. No leaf springs are allowed.
- 4.9.7 Front anti roll bars are free and optional but must be an 'off the shelf item'. It is not permitted to modify the anti-roll bar to gain a different torsional value. It must be mounted on the controlled chassis bracket as original designed. Adjustment is only permitted within its original capabilities.
- 4.9.8 Rear anti roll bars are NOT permitted.
- 4.9.9 Active systems that control any part or characteristic of the suspension or steering are not permitted.
- 4.9.10 Any system or device that enables the ride height or suspension geometry of the Race Car to be controlled by the driver or remotely by any other means is forbidden.

4.10 Transmission

- 4.10.1 All transmission parts must be "off the shelf" (i.e. stock items available to all).
- 4.10.2 The Clutch must be entirely mechanically / hydraulically operated by foot.
The hydraulic slave cylinder is permitted to be internal or external to the bell housing.
- 4.10.3 Final drive is set for all cars on 4.11 so that everyone has the same final drive. (4.86 is sprockets SET 8 22/26 teeth low spur) (Sprockets set for 4.11 diff SET 1 is 21/21)

4.10.3 Gearbox

Late Model Gearboxes

Jericho gearbox

Brinn Gearbox fitted with an integral clutch	BR-70001
Flywheel/Flex plate	GM14088765
Falcon Raptor fitted with an external clutch	60200
Quarter Master Bell housing / Clutch Kit	00810028581ZZ

Other Gearboxes, Flywheel & Clutch 2/3/or 4 Speed may be permitted subject to written approval from the promoter/scrutineer.

The Bell Housing may be cut at the bottom for ground clearance.

SCSA / ASCAR Gearboxes

All power train components (bell housing, gearbox, prop-shaft, differential) must be located on the true center line of the chassis. A tolerance of +/-3mm is permitted.

4.10.4 Prop shafts

The prop shaft manufacturer/supplier is free and must be a one-piece design fitted with a heavy duty joint. The prop shaft must be made of steel.

4.10.5 Rear Axel

All straight rail cars must use a spool and permitted cars may use a locker.
All axle tubes must be steel quick change types. A Ford 9" axel is not allowed.

4.11 Brakes

4.11.1 Brake discs / rotors must be made out of steel, Carbon discs are prohibited.

4.11.2 Brake linings / pads are free and must be an 'off the shelf' item.

4.11.3 Ducting for the purpose of cooling brakes or removing dust is permitted.

4.11.4 All four (4) wheels must be braked.

4.11.5 In car brake bias valves / adjusters may be fitted.

4.11.6 Brake Discs / Rotors and Calipers

Late Model Brakes - Discs/Rotors must be steel 11.75"

Howe Front 337

Standard Fit Howe Rear 33658

Standard Fit Lefthander Front Wilwood 006-120 7429 L/R or the replacement 120-11136 Wilwood

Rear: 120-11576

SCSA / ASCARS

Front Brake discs / rotors vented directional vanes

Size 310 x 32mm

Rear Brake discs / rotors vented directional vanes.

Size 298 x 32mm

The following calipers may be used at either the front or rear of an ASCAR but they must be matched per axel i.e. both front or rear calipers must be the same specification.

Six pot design. Configuration piston sizes 1.25 – 1.375 – 1.75

Right Hand caliper

Part No CP5805 – 250L

Left Hand caliper

Part No CP5805 – 350L

Four pot design. Configuration piston size 1.375 – 1.375

Right hand caliper

Part No CP4751 – 95OL

Left Hand caliper

Part No CP 4751 – 85OL

ASCARS are also allowed to use the following Wilwood calipers:

Front: 120-6584-RS/120-6585-RS

Rear: 120-11576

4.12 Carburetors / Fuel

4.12.1 Only the following type of carburetor may be used on a Late Model race car.

BG/Demon 650 CFM 128-2010
Holley 650CFM 0-80802
Holley 650CFM Track warrior 0-67199

ASCARS are also allowed to use those types of carburetors but only in combination with Holley intake manifold, type 300-132 and distributor MSD 6010.

4.12.2 No spacers are permitted to be used between the inlet manifold and carb.

4.12.3 Metering blocks must remain as standard.

4.12.4 Roadside Pump fuel is the only one to be used.
Racing fuels are NOT permitted. Fuel samples can be taken at any time during a meeting.

4.12.5 Only the following additives may be used with 'Roadside Pump Fuel' Millers. Competition Valve Lubricant.

4.12.6 Air filters are Free but must be an "Off the Shelf" item. No forced air intake is allowed by carburetor engines.

4.12.7 Only mechanical fuel pumps may be used on Off Set Cars. ASCARS may use electrical fuel pumps.

Carburetors will be sealed to the engine at the dyno test and have to stay sealed after.

4.12.8 All carburetors must have a seal from the V8 Oval Series.

4.12.9 Fuel: Gasoline (98 oct E5) required.

4.13 Wheels

4.13.1 The only permitted wheels to be used are a NASCAR type design as supplied by brands as:
Diamond Racing Wheel
Aero Wheel
Bassett Wheel
Bart Wheels

4.13.2 All wheels must not exceed the maximum width of 10" (inches) and must be made of steel.

4.13.3 All Late Model wheels must not exceed the maximum backspacing of 5 inches.
The following backspacing's are allowed for SCCA and ASCARS:
Left side: 5"
Right side: from 3 to 5"

4.14.3 Competitors are advised to use a collapsible steering column.

4.15 Tyres

4.15.1 Late models drive only with American Racer tires.
ASCAR: Hoosier (max. 100 new tires for sale) and can also drive with American Races tires.
(Purchase tires possible by Raceway Venray)

- 4.15.2 Re-profiling of tyres, rain or dry, is not allowed.
- 4.15.3 If you race the complete championship you can use max. 20 (new) slick tires during the entire year.
 1st raceday you participate in the season; 6 new tires
 2nd and following number of race days; 2 new tires a race day.
 Each tyre will have its serial number registered with the V8 Oval Series. Drivers have to sign in the tyres with serial numbers of all tyres they've used before the first race.
- 4.15.4 It is the competitor's responsibility to ensure that all tyres are logged with the Series coördinator. He therefore needs to hand in to the technical scrutineer, before the start of the event, a signed and written form per event which tyres (numbers) will be used. Failure to do this will result in an instant ban.
- 4.15.5 Use of tyre warmers is strictly prohibited.
- 4.15.6 Softening the tyre by using any type of compound is prohibited. Use of any chemical mixture that is placed in the vicinity or applied to the tyre that would restructure the compound of the tyre is also prohibited
- 4.15.7 The Euro Cup race does not count for the Dutch Championship, but the tires for the Euro Cup race must be signed in.

4.16 Exhaust and Silencing

- 4.16.1 Exhaust system is free but must be off the shelf components.
- 4.16.2 Noise limit is set at ≤ 92 Db(A) at 10 m distance. Cars which exceed the noise limit are not allowed to take part in any V8 Oval Series track action. The V8 Oval Series Organization always checks this while driving on the track.
 This maximum noise production per car is measured at the official measurement point and is undisputable. Noise measurement executed by the Government will prevail over the regulations.

4.17 Weights

- 4.17.1 The minimum weight limits and maximum left side weights are as follows:
 Minimum Weight:

Late Models	1180kg (2600lb) complete with driver
SCSA / ASCARS /DNRT	1230kg (2706lb) complete with driver

Maximum Left Side Weight	Late Models	57%
	SCSA / ASCAR s	57%

- 4.17.2 Minimum weight and left side weight is the weight of the vehicle after it completes either a manche or a race and will include fuel and driver in full race clothing (including helmet)
 No topping up of fluids is permitted. The competing car can be weighed at any time.
- 4.17.3 All ballast weight must be mounted inside the vehicle and be flush with the bottom of the main frame rails or inboard of main frame rails. No ballast weight may be attached to the outside of frame rails of the front clip, center section or rear clip. No ballast weight may be placed in battery trays. All ballast weight must be securely attached to the mainframe rail or major cross member structures with a minimum of grade 8.8 bolts. It is mandatory that all major ballast weight must be encased in steel tubing; this steel tubing can be welded or bolted to the main chassis structure as detailed above. All steel boxed enclosures must be approved by the V8 Oval Series organization. No lead shot or liquid type ballast is permitted.

4.17.4 Absolutely no weight-transfer devices may be adjusted while the car is competing.

4.17.5 There is no maximum weight limit.

4.18 Miscellaneous

4.18.1 Where original materials are unobtainable, local repairs of adequate strength may be made using modern equivalents. All repairs must be approved by the V8 Oval Series organization.

4.18.2 Nuts, bolts, washers and locking devices are free except for Hollow Fixings which are NOT Permitted

4.18.3 To enable the scrutineers the use of wire seals, every installed engine must have 1.6mm (1/16in.) holes drilled in at least two adjacent sump bolts and two adjacent rocker/cam cover bolts.

4.18.4 Engines and Final Gear housings may be sealed at any time by an V8 Oval Series appointed scrutineer and only by written permission in advance from V8 Oval Series Organization may seals be broken.

4.18.5 Competition numbers as allocated in the V8 Oval Series shall remain as allocated until January 31st proceeding the new season.

4.18.6 The V8 Oval Series Organization reserves the right to deviate in specific cases of these regulations without having to be accountable to drivers, teams, sponsors or anyone else. No rights can be deduced through these deviations from the regulations.

4.18.7 The tools and/or measuring equipment used by the Technical Scrutineers during scrutineering is binding and any appeal or prosecution against the tools/measurement equipment in any way, is not allowed. As described further in these regulations the entrant has the possibility to use the tools/measurement equipment of the organization, to check his car if it is complying with these Technical Regulations.

5. PRESENTATION / APPEARANCE:

5.1 Decals:

5.1.1 Cars must be equipped with a complete sticker set. consisting of; headlights, taillights, manufacturer's logo and stickers on the grille. (Everyone is free to choose the manufacturer)

5.2 Body panels:

5.2.1 Cars should only use the correct body panels for the model being raced i.e. one style of car, no missing panels and no mixed bodywork unless agreed by the coordinator.

5.3 Race Numbers:

5.3.1. The drivers race number must appear on the car at least three times in the following positions; Nearside door, offside door and top-right side at the front windscreen. Each number must clearly be readable

5.4 Windscreen Strip

5.4.1. The V8 Oval Series organization reserves the right to use the windscreen strip for the promotion of the V8 Oval Series or Series sponsor.

5.5 Slogans / Wording:

5.5.1. Any advertising bringing the motorsport, Raceway Venray/V8 Oval Series in disrepute will not be accepted. See KNAF Reglementen boek, Regelement reclame op voertuigen bij autosport wedstrijden.

5.6 Presentation:

5.6.1. Cars should not be presented at the start of the meeting with bent or broken body panels, covered in race/duct tape or tyre rubs from previous meetings. All cars within reason should look 'new' at the beginning of each meeting.

6. group classification drivers

White: #99 Hummen, #7 Rutten, #37 Hageman, #53 van Dijk, #61 Bo Pepels / Speak, #9 D. Adriaenssens
+ fast enough new drivers (110%)

Yellow: #51 Driessen, #71 Mets, #22 Linster, #78 White, #48 Sokolovsky, #38 Joep Hendriks

Blue: #94 Hermans, #3 Kuypers, #21 Bachor, #61 J. Adriaenssens, #38 Roy Hendriks

Red: #33 Van Eerd, #2 Verberkt, #6 Wouters, #14 Maessen

Other participants can contact the coordinator to be assigned to a group.

KNAF
Knac Nationale Autosport Federatie