

# FWD Drag Series 2025

## 1. SPORTING REGULATIONS – GENERAL

### 1.1 TITLE

The FWD Drag Series 2025 is organised and administered by Santa Pod Raceway.

### 1.2 OFFICIALS

1.2.1 The Championship Co-ordinator is: Mr Darren Prentice  
Email: darren@santapod.com

1.2.2 The Eligibility Scrutineer is: Mr Phil Kenyon  
Email: phil\_kenyon@aol.com

1.2.3 The Championship Stewards are:

Mr Dave Jones              Mr Max Frost              Mr Callum Pudge              Mr Liam Kimberley

### COMPETITOR ELIGIBILITY

1.3.1 UK Entrants must be fully paid-up valid membership card holding members of Santa Pod Racers Club, and in possession of a valid 2025 Motorsport UK Entrants Licence. Competitors under the age of 18 must be accompanied by the holder of a PG Entrant's licence who must sign on as Entrant of that competitor (S7.1.7).

1.3.2 UK Driver and Entrant/Drivers must be fully paid-up valid membership card holding members of Santa Pod Racers Club, be registered for the Championship and be in possession of a valid Motorsport UK Interclub Competition Licence (Minimum) or be a professional driver in possession of a valid Licence and medical, issued by the ASN of a member country of the European Union.

1.3.3 All necessary documentation must be presented for checking at all rounds when signing-on.

### 1.5.1 CHAMPIONSHIP ROUNDS

The nominated rounds for categories of competition will be held on the following dates:

Round 1	7-8 June	Santa Pod Raceway
Round 2	16-17 August	Santa Pod Raceway

1.5.2 The Santa Pod Racers Club, 2 Carmichael Close, Rushden, Northants, NN10 0ZB is the organising Club.

### 1.6 SCORING

1.6.1 100 Bonus points for competing in the first round of the Championship  
200 Bonus points for competing in all rounds of the Championship

Points will also be earned from qualifying as follows:

Beginning with 10 points for the bottom qualifier and increasing by 10 points per position up to position No. 2. The number 1 qualifying position then increases by 50 points.

Points for non-qualifiers: If a competitor cannot make it to the first round, or cannot qualify, they will earn 10 points if their entry form has been approved, and their car has passed the scrutineering inspection at that event.

No of Racers	1 <sup>st</sup> Round Loser	2 <sup>nd</sup> Round Loser	3 <sup>rd</sup> Round Loser	4 <sup>th</sup> Round Loser	5 <sup>th</sup> Round Loser	Runner Up	Winner
1-2						100	300
3-4	100					200	400
5-8	100	200				300	500
9-16	100	200	300			400	600
17-32	100	200	300	400		500	700
33-64	100	200	300	400	500	600	800

- 1.6.2 In the event of a tie between two or more competitors, the following sequence will be used to obtain a result:

1. Most win points
2. Most runner up points
3. Most No. 1 qualifier points.

- 1.6.3 An appeal against points awarded (or not awarded) in the Championship must be lodged within seven days of the first publication of the points in dispute in an official document (ref 2025 Motorsport UK National Competition Rules, Chapter 2, Appendix 5)

- 1.6.4 Appeals arising out of a Championship classification or points will be adjudicated upon by the Championship Stewards appointed for that purpose by the Championship Organisers (ref 2025 Motorsport UK National Competition Rules, Chapter 2, Appendix 5)

## 1.7 AWARDS

- 1.7.1 Trophies will be awarded to the runner up and winner of each class for each round and for the overall Championship winners and runners up.

## 2. SPORTING REGULATIONS – JUDICIAL PROCEDURES

- 2.1 Rounds: In accordance with Chapter 2 of the 2025 Motorsport UK National Competition Rules and the Supplementary Regulations for the event.

- 2.2 Championship: In accordance with Chapter 2 of the 2025 Motorsport UK National Competition Rules and the Supplementary Regulations for the event.

- 3.1 By registering for the Championship all competitors and their associates commit to positively promote and demonstrate the Motorsport UK's Respect Code which is appended to these regulations (Appendix 1).

- 3.1.1. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsport UK.

- 3.1.2. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the Championship Coordinator and/or Safeguarding Officer who will also relay the report to Motorsport UK. Details of the Motorsport UK Policies and Guidelines are available at [www.motorsportuk.org/resource-centre](http://www.motorsportuk.org/resource-centre) by selecting Policies and Guidelines.

#### **4. TECHNICAL REGULATIONS**

- 4.1 The Championship is reserved for vehicles complying with Chapter 7 of the 2025 Motorsport UK National Competition Rules (NCRs) and the GSR and ET sections of the 2025 Motorsport UK Drag Race Yearbook.
- 4.2 All cars running 8.49 seconds or quicker must have a plumbed-in fire extinguisher system, minimum capacity 2.5Kg, meeting current FIA or SFI standards.
- 4.3 All cars must be front wheel drive. No AWD cars in FWD mode unless front-to-rear drive shaft removed.
- 4.4 Compact engines only. 4-cylinder, 5-cylinder, 6-cylinder and all rotary engines are permitted. No V8s.
- 4.5 Permitted fuels: pump fuel, petrol or diesel-based race fuel, E85 and methanol. Nitromethane prohibited.
- 4.6 All cars must retain full-bodied appearance, having two operating doors, both bumpers and a bonnet. Body style must resemble an original production car; one-piece front end permitted. No dragsters, altereds, Roadsters or funny cars allowed.
- 4.7 Minimum weight including driver at conclusion of run: 793Kg for full-tube-chassis cars and 930Kg for non-full-tube-chassis cars. Each competitor must present to scrutineering to be weighed at the conclusion of each completed qualifying or elimination run otherwise their run will be disqualified. During qualifying, competitors not improving on their best qualifying time for the event will not need to present for weighing.
- 4.8 Non-full-tube-chassis cars: To be a non-full-tube-chassis car, the OEM unibody or body-on-chassis must be retained from the front firewall rearward; the rear suspension may not be directly attached to the roll cage; the original floor pan and firewall may be altered but must remain sealed with metal. Tubed front end permitted. Doors may be replaced with lightweight replicas.
- 4.9 A noise limit of limit of 120 DbA measured at 0.5 metres and 110 DbA measured at 2 metres will apply. Measurements will be taken in accordance with the 2025 Motorsport UK Drag Race Yearbook.

#### **5. SUPPLEMENTARY REGULATIONS**

##### **5.1 Class designation**

**FWD** followed by competition number

##### **5.2 Handicap**

- 5.2.1 There will be a time handicap applied to full-tube-chassis cars, which will be the difference between UK Comp Eliminator Indexes AA/AF and BB/AF, calculated at the start of each event and unchanged until the start of the next event.
- 5.2.2 To determine qualifying positions, the time handicap will be added to the full-tube-chassis car ETs, which will then be compared to the ETs of the non-full-tube-chassis cars.
- 5.2.3 During eliminations, the time handicap will be applied using a staggered tree; non-full-tube-chassis cars will get a head start equal to the time handicap.

##### **5.3 Practice and Qualification**

- 5.3.1 Drivers must attempt one qualifying run
- 5.3.2 Only runs made during a correct qualifying session shall count towards an elimination position
- 5.3.3 The crossing of a boundary line during a run will be declared a non-scoring run.

- 5.3.4 A red light (false start) will not apply.
- 5.3.5 Lane pairings and order for qualifying will be in accordance with the system used for FIA events.
- 5.3.6 At each event a minimum of three and a maximum of 6 qualifying sessions should be scheduled, of which at least one session must be completed (weather permitting)
- 5.3.7 There should be a minimum of 2 qualifying sessions scheduled on each day of qualifying at each event, where possible.
- 5.3.8 The minimum number of qualified cars for a 16-car ladder is 13.
- 5.4 **Race and Start Procedure**
- 5.4.1 A Pro-Elimination ladder will be used
- 5.4.2 Lane choice in the first elimination round will be given to the better-qualifying driver. In each subsequent elimination round, lane choice will be given to the driver with the lowest ET, adjusted for the handicap, from the previous round. In emergency qualifying or eliminations (due to adverse weather etc), lane choice by a coin flip or a random draw lane assignment may apply.
- 5.4.3 If a qualified car and driver is unable to make the first round of eliminations (unable to reach the burn-out area), an alternate (if applicable) will be inserted in their place. The quickest non-qualifier will take the first available space, the second quickest non-qualifier the next available space and so on. When and if this would happen is at the sole discretion of the Race Director. All first round points will remain with the qualified driver. Alternates will be eligible for round points following but not including the first round on eliminations.
- 5.4.4 An 0.4-second Pro Tree will be used
- 5.5 **For other Supplementary Regulations, refer to the 2025 Motorsport UK Drag Race Yearbook**