

1600 BANGERS RULES & REGS

ELIGIBLE CARS

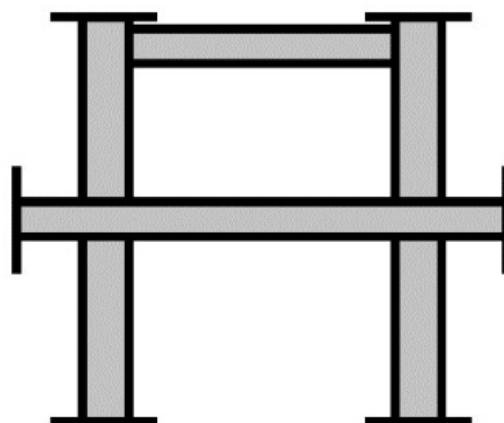
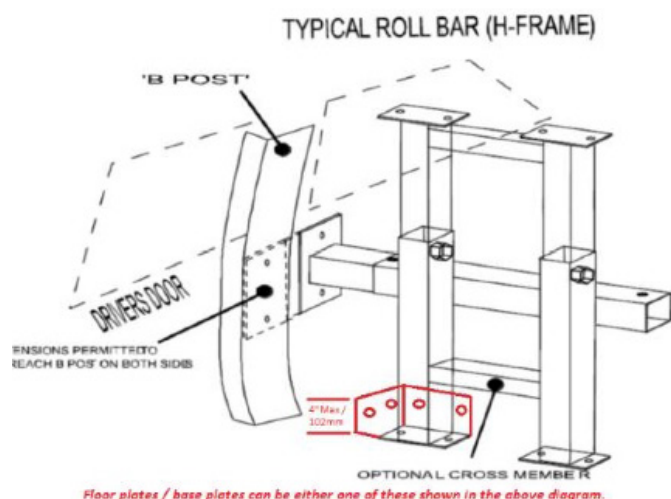
- Any right hand 2 wheel drive saloon, hatchback or estate car with a steel body with an engine size not exceeding 1600cc, with either carburettors or Multi Point Injection. Exceptions to the rule are the following vehicles which are not permitted : Vauxhall Tigras, Vectra and Insignia. Ford Mondeo, and any type of van or MPV.

STRIPPING & PREPARATION

- It is compulsory to remove all the interior, glass, airbags and charges, spoilers and side-skirts.
- The complete dashboard should be removed wherever possible.
- Remove all seats except the driver's which must be retained, the use of a racing seat is not allowed.
- Remove spare wheel carriers and tow bars plus associated steelwork if fitted.
- Original fuel tanks must be removed. If however, the tank is an integral part of the body you must remove as much as possible.

ROLL BAR

These two diagrams are a guideline to how the frame should be constructed but gusseting or triangulation is accepted.



1 or 2 cross bars may go across.

- You must fit a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor with a minimum size M12 bolt and suitable washers. Recommended that rollcage uprights to be above head height before adjustment. It is compulsory to have two bolts in the uprights.
- You must have a minimum of four bolts in the top and four in the bottom, with a maximum of eight in the bottom on each side. The maximum size of the base plate is 15" (385mm) x 11" (280mm). The plate may go up the side of the sill or straight up the rear panel up to a maximum of 4" (102mm) high. This must be the same length and width as the base plate/floor plate of the cage. A maximum of two bolts are permitted through the side.
- Roll cages may be adjustable (height and width), however the use of screw adjusters i.e. acrow style, are not permitted.
- The roll cage must be fitted upright or dog-legged, but not leaning back or forward.
- It is compulsory to pad with foam - roll cages by the driver's head, B pillar and steering column, and advisable to pad the inside of the driver's door
- The hoop must be one piece, or two uprights and one top bar of a welded construction. This top bar should be as shown at the top of the uprights.
- A second cross bar is compulsory, a third is optional; these must be welded or bolted to the uprights.
- THE ROLL BAR MUST NOT HAVE ANY REAR SUPPORTS but may have extensions no further forward than the B post (see diagram) (this applies to both sides of the car). If used, it is highly recommended that this is bolted through the B post.
- You may bolt the roll bar through both sides of the car.
- The minimum size steel for the roll bar is 2" (50mm) x 2" (50mm) RHS or tube equivalent, up to a maximum size of 4" (100mm) x 4" (100mm) RHS or tube equivalent. A minimum wall thickness of 3mm is required.
- Crossbars must have a 5" (125mm) square end plate fitted. This must be a minimum of 6mm thick.
- You must tie the seat at shoulder level to the roll cage or B pillar. This must be done through the seat frame and not the headrest; you may fit the 2nd cross bar in support of the seat just below the window aperture or weld a frame on the cage to support the seat at the top.

DOORS AND DOOR PLATES

- The driver's door may be welded, but must have no additional strengthening (this includes gussets) other than steel RHS, which is allowed in the lower window aperture of the drivers and rear driver's door, not extending further than the rear of the H frame. Please note that this is not allowed on the passenger side.
- A FLAT (no channel or angle) steel plate MUST be bolted over the driver's door to the following dimensions:
- Height – minimum 10" (255mm) to a maximum of 15" (380mm)
- Thickness - minimum 3/8" (9mm) – 3/4" (20mm)
- This must be fitted with a minimum of 3" (75mm) and a maximum of 6" (150mm) past the A & B pillars.
- This must be securely bolted with a minimum of four bolts.
- It is not permitted to cut slots in the driver's doorplate. Holes for bolts only.
- There must be at least one bolt through the A pillar and one through the B pillar or through the roll cage.

DRIVER'S FLOOR PLATE

- A steel plate fitted to the drivers floor pan is compulsory Floor plates may extend no further back than the front of the seat squab and must remain in the drivers footwell only. Returns must be no bigger than 40mm and not be bolted through the tunnel or sill.

BONNET/BOOT

- The driver must present their car for pre-meeting safety checks with the bonnet and bolts but they must NOT be fixed to the car.
- Triangular corner plates or straps may be used to secure the rear of the bonnet. Maximum size 300mm x 300mm (measured along the wing / across the scuttle panel)
- Bonnets must be bolted down using a maximum of four bolts, two bolts in either side of the bonnet. Maximum height of bolt above the washer is 1 1/2" (37.5mm).
- Bonnets must not be moved forward or overlapped.
- Front bonnet bolts may go through either the slam panel, inner wings or bolt a piece of 2" x 2" (50mm x 50mm) metal SHS OR 3" x 3" (75mm x 75mm) metal angle to a maximum length of 3" (75mm) for the bonnet bolt to pass through.
- Crush tubes may be used, only on the front bonnet bolts and must be independent not slot into further fixings. You may cut and fold front wings maximum of 2 bolts per side.

ROOF PLATES

Roof plates are compulsory. The minimum thickness of flat steel plate is 3mm, and it must be secured by a minimum of 8 bolts or welded. The roof plate must not extend further back than 75mm from the rear of the roll cage.

SUSPENSION

Standard manufacturers suspension and springs only. No modifications allowed. All springs must be the same. No suspension spring assisters.

GUARDS/COVERS

- Where relevant, a crank sensor protector may be fitted to a maximum size of 2" x 2" (50mm x 50mm) steel angle, 4" in length (100mm), with a maximum of two bolt fixings, secured to the bell housing/engine, and clutch cylinder guard no bigger than 6"x3" on forward facing cylinders. Front bumpers must be standard to the vehicle or flat plate no thicker than 3mm, no deeper than 100mm and return no more than 100mm.
- An oil filter guard is permitted on forward facing oil filters. It must be made from flat plate being a maximum of 4" x 4" diameter and a maximum of 6mm thick, secured back to the engine using 2 pieces of 1" box section. The plate must not come forward of oil filter more than 1" and be mounted on the engine as close as possible to oil filter.

FUEL SYSTEM

- The original petrol tank must be removed and replaced with a maximum size 2-3 gallon safety tank fitted inside the car on or under the roll bar. Before fitting, the tank should be carefully checked to see that it cannot leak when inverted or on its side and the outlet must be from the top of the tank.
The vent pipe from the top of the tank must be terminated below the floor level of the car.
- All fuel lines must be in good condition and securely clamped.
- With carburettor fuelled cars, a manual shut-off tap must be fitted within reach of the driver when strapped in the car, but with fuel injected cars, the fuel flow must be controlled by the pump cut off switch. Immersed fuel pumps are permitted.
- All fuel tanks must be of steel construction and have a metal screw top and must be fitted ONTO the H-frame and NOT on the H Frame Floor plates, i.e. NOT on the car floor itself.
- A one-way valve must be fitted to the breather pipe.

ELECTRICAL SYSTEM

- Batteries must be bolted or clamped in position and completely covered with rot-proof material to prevent acid leakage. Ratchet straps may be used as a secondary fixing only. Batteries must be fitted on or under the roll bar. If batteries are secured in a box the maximum dimensions are 18" x 12", 460mm x 300mm.
- Alternators, if fitted, cannot be wired to charge.
- All wiring must be fully insulated.
- Ignition and starting must be activated through an insulated switch, not by connecting bare wires together. A battery cut off switch **MUST** be mounted on the roll cage on the near side of the car; the switch must be wired to the earth side of the battery.

COOLING SYSTEM

U Shaped tanks are NOT allowed.

Tanks must be L shaped on passengers side only, no further forward than the block face.s

The tank must only be secured by a maximum of four fixings, and Not be connected to the chassis, engine mounts or bolted to the strut tops.

Only two outlets are allowed from the water tank.

PLEASE NOTE THAT WATER TANKS ARE FOR COOLING PURPOSES ONLY AND NOT FOR STRENGTHENING, AND ALL PARTS MUST CARRY WATER.

Electric water pumps are allowed.

No cutting of bulkheads allowed.

Tanks must be non-pressurised.

An overflow pipe, minimum size 1/2" (13mm), must go under the floor of the car and terminate at the back axle.

Water outlets may be modified but not used for armouring.

ENGINES, GEARBOX & PROPSHAFTS

Gearboxes may be changed within the manufacturers range.

The external parts of the engine must remain standard.

No skimming of the head more than 60 thou from standard.

No porting or gas flowing.

No removing or adding material to the ports or combustion chamber.

No ST170 or ST220 engine components are permitted.

The cylinder head and the camshaft(s) must remain standard and the Ford Zetec engine must stay on the original Ford camshafts. You may skim the head face for head gasket purposes only.

On front wheel drive gear box mounts can be modified but must occupy the original position. Flywheels may be modified.

Clutches are free.

Drive shafts must be standard to the car and must not be fabricated.

No turbos or superchargers

No dry sump systems.

Bulkheads must remain original and not be cut or modified to fit an engine. You may cut a hole in the bulkhead to accommodate the wiring and fuel pipe.

2 Solid Mounts are allowed no longer than 8" long to be bolted to the factory original fixing points

CARBURETTOR / INLET MANIFOLDS

Fuel injection systems may be modified to carburettor using a manufactured or adapted inlet manifold and must run with one standard downdraft Weber type carburettor to a maximum size or equivalent 38 DGAV e.g. Pierburg, Solex, Weber – NO MULTIPLE CARB SETUPS. If the engine is manufactured in both forms as standard Vehicles fitted with fuel injection can be used providing they are fitted using the standard banger fuel system and the fuel pump is replaced with a standard high pressure pump, or submersible pump. Suitable high pressure fuel lines must be used between the fuel pump and the injection system.

Cold starting devices may be removed.

All Weber carburettors must have a visual secondary fixing on the fuel inlet pipe.

Air filters may be removed or replaced by competition type.

EXHAUST & EXHAUST MANIFOLDS

Exhausts must remain standard to the vehicle. Original downpipe with manufacturers exhaust silencer (NO cherry bombs or cats as silencers) No performance exhausts.

TYRES

“Run flat” tyres, 1B authorised ‘Track-day’ tyres, Rally tyres, competition type, cut tyres, Town and Country, Mud & Snow Type or Kingpin Alpine Series tyres are NOT allowed.

ALL Winter Pattern/M&S Type Kingpin tyres eg ALP4 are banned - see example photos



AVON

- ACB 10 Sport
- CR 311
- Sport Maxx Race
- Ecsta TW02
- Ecsta C03MARANGONI

BRIDGESTONE

- Potenza S007 RFT

CONTINENTAL

- ContiForce Contact

DUNLOP

- Formula R D83J/D84J
- SP Sport R7

FEDERAL

- 595 EVO • 595 RSR • FZ 201

GOODYEAR

- EAGLE F1

HANKOOK

- Z209 • Z210

KUMHO

- Ecsta V700 (inc V78)
- Zeta Linea Sport

MAXSPORT

- RB4 Intermediate • RB5

MAXXIS

- Maz1 Drift

MICHELIN

- Pilot Sport Cup
- Pilot Sport Cup 2 • TB 15
- TB 15 (f & r)

NANGKANG

- P Zero C
- CA67
- CF67
- P Zero Corsa
- P7 Corsa Classic • P Zeri Torfeo R12

PIRELLI

- P Zero Trofeo
- CR6ZZ (Including Sport) • Turbospeed CR28 Sport • CR500
- ZZR

SILVERSTONE

- FTZ Sport RR
- FTZ Wet Tyre
- S575
- S585

NO TOYO TYRES

HELMETS

Helmets conforming to at least one of the permitted standards detailed below **MUST** be worn. Helmets **MUST** meet or exceed the MINIMUM standard as directed by the ORCi (previously undertaken by BORSE).

The current permitted helmet standards for all drivers are:

- FIA 8860-2010
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018 ABP
- Snell SA2010
- Snell SAH2010
- Snell SA2015
- Snell EA2016
- Snell SA2020
- SFI Foundation 31.1A
- SFI Foundation 31.2A
- SFI Foundation 31.1
- ECE R22.05
- ECE R22.06

The following helmet standards are permitted for Junior drivers only in addition to those above:

- Snell CMR 2007
- Snell CMS 2007
- Snell CMR 2016
- Snell CMS 2016
- SFI 24.1

The helmet **MUST** fit the driver correctly, referencing the manufacturer's sizing/fitting guidelines.

GOGGLES/VISORS

Shatterproof goggles or a shatterproof visor **MUST** be worn with the helmet at all times.

CLOTHING

A flame resistant race-suit/overall **MUST** be worn.

Flame resistant race-suits/overalls **MUST** be manufactured from Proban®, or material of a higher specification, e.g. Nomex®.

Flame resistant race-suits/overalls **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

Race-suits/overalls **MUST** be maintained in a clean and tidy condition.

Race-suits/overalls manufactured/certified to Karting standards, including, but not limited to, the CIK-FIA Level 1 or Level 2 standards, are **NOT** permitted as they do **NOT** provide the appropriate level of heat/flame protection.

Flame resistant gloves **MUST** be worn.

Flame resistant gloves **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

BALACLAVAS

A flame resistant balaclava **MUST** be worn.

Flame resistant balaclavas **MUST** be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

UNDERGARMENTS

Flame resistant socks and undergarments provide a high degree of additional protection and are highly recommended to all competitors.

WET-WEATHER PROTECTION

The wearing of wet-weather protective clothing is permitted.

Any wet-weather clothing must be worn in **ADDITION** to, and **OUTSIDE** of, the required flame resistant race-suit/overall and other mandatory items specified above.

HEAD/NECK PROTECTION

All Junior Formulas The use of an FHR device or neck-brace **MUST** be worn.

All Adult Formulas The use of an FHR device or neck-brace is permitted

If a neck-brace is used, it **MUST** be of the complete-circle type, i.e. it must form a complete circle around the driver's neck with no gaps. The use of "U" shaped, or "horseshoe" neck-braces is **NOT** permitted.

SAFETY HARNESS

A full safety harness **MUST** be used. The harness must comprise of a minimum of 2 shoulder straps and 2 lap straps in a minimum of 4 point design.

GENERAL BANGER RACING RULES

- All flag signals must be obeyed immediately.
- Drivers who appear to have indulged in the intake of alcohol or drugs will be excluded from racing. Smoking is not permitted in cars, on track or in the pits at any time.
- No passengers are allowed in the car. The driver may only travel on the car on a parade or lap of honour.
- Banger racing is a full contact sport - drivers can race to win or attempt to win by stopping the opposition.

The Steward's interpretations and decisions on these rules are FINAL.

All heats, consolations and finals must be in one direction only. Certain Promotions allow turning around on the bends, however this does not allow a driver to drive the wrong way down the straights. It is the driver's responsibility to check with the staging Promoter exactly what rules apply at any particular meeting.

Drivers must not attack any car on the infield/safety area, or attack from the infield/safety area. An infield hit is defined when the whole car being hit is on the infield, i.e. if one wheel is still on the track, then hitting this car would be a legal hit. Again, the Stewards decision is final on this. Any serious breaches of the infield safety area rule will carry an automatic 3 month ban.

Drivers must not attack any cars after the red flag or if the stationary yellow is displayed above a car. Drivers must not attack an empty or overturned car. Any damaging collision on the driver's side between the centre of the front wheel and centre of the rear wheel will result in a penalty.

The T-boning of cars which are against or close to the barrier with excessive force is not allowed. It is also not permitted to T-bone a car which is close enough to the barrier to mean that significant impact with the barrier is inevitable after the hit. Even where cars are not against or near the barrier, the Steward may still consider a hard T-bone anywhere on the circuit to be excessive, and may take the appropriate action to discipline the driver. The penalty for a T-boning offence as detailed above will be 3 months.

Dangerous and/or irresponsible driving as deemed by the Steward will incur a minimum of three months ORCi ban. For avoidance of doubt, length of the straight T-bones is considered dangerous and/or irresponsible driving.

For further guidance, the following examples may also be considered as dangerous and/or irresponsible driving at the discretion of the Steward:

- Attacking a car which has been stationary for what the Steward determines to be a significant length of time.
- Attacking a car which is clearly already crippled.

Please note that repeat offences will carry additional penalties where the current ban will be double the previous ban. This means that a 2nd offence of a 3 month ban as noted above will be 6 months and then a further offence would double again to 12 months.

Using the infield or safety area in any way so as to gain an advantage is also an offence and can be punished as so by the Steward.

- Demolition type events. Any race where the nature of the event is to stop the opposition to win the following rules apply attacking from the opposition direction is permitted providing the attack is from the outside of the track (fence side). You are also allowed to wait for car or attack any part of the car except the driver area, which is considered to be from the centre of the front wheel to the centre of the rear door driver's side.

- Demolition Derby rules may only be used when the staging promoter declares by way of drivers briefing, letter or notice in the programme that these rules apply.

- Drivers are not allowed to exit their cars whilst the race circuit is live i.e. under "green" racing conditions.

This includes both drivers on the race track whose cars have become immobilised and those who retire to the infield who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a car needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a car and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe, they should indicate this to an official with the "thumbs down" signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start.

If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain strapped in and with helmets on. Drivers who are in immobilised cars on other parts of the circuit may exit their cars whilst the race is suspended but must go into a designated area which is considered by the promotion to be the safest place to be whilst the race is live, which may well be off the track completely.

- It is an offence to put or attempt to put an overturned car back onto its wheels during a race, drivers are not allowed to re-enter a car once they have left it. Repairs are not allowed on the circuit and car must not be pushed or handled in any way during a race.
- A driver will be held responsible for his or her mechanics or helpers at all times. Drivers will be bound by the decision of the officials in all matters (these two items are a condition of booking).
- Drivers must bring his or her log book every time he or she races.
- It is an offence for two drivers to share a car at the same meeting; you may only race one car at a meeting unless the promotion allows it as an option for special events, and with specific permission.
- All cars, trim, glass and wheels must be removed from the stadium directly after the meeting.
- In all events the racing must be on track indicated, drivers who try to gain advantage by corner cutting will be penalised or disqualified. Also, drivers who continue to drive on and off the safety area will be disqualified.
- Drivers must comply with any reasonable instruction given by an official of the meeting, failure to do so will result in a penalty or disqualification.
- Mechanics are not allowed onto the circuit or to repair any competing car.

A driver will be held responsible for his or her mechanics or helpers at all times. Drivers will be bound by the decision of the officials in all matters these two items are a condition of booking.

Drivers must bring their season licence log book everytime they race.

It is an offence for two drivers to share a car at the same meeting, you may only race one car at a meeting.

All cars, trim, glass, wheels and tyres must be removed from the pits directly after a meeting.