



BANGERS – ‘BACK TO BASICS’ **2017 Rules, Regulations & Specifications**

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1. THE FORMULA

This formula is designed as the entry level fun Banger class ideal for those just starting out or those drivers who want to race with a limited budget.

The object of the racing is to complete the specified number of laps in the shortest time. You may push a car from behind, or spin a car to the infield but there is no following-in (you must not be on the back or side of a car as it hits the fence). **'T-Bones' are also not permitted (Section 9).**

Racing is in a clockwise direction on a clearly defined circuit with a separate infield. Any wheels passing over the demarcation lines or entering on to the grassed infield areas will mean that the driver will be penalised.



2. WHO CAN RACE

This is a strictly limited contact formula aimed especially at novice drivers. All licence applications will be reviewed by the Promoter and it must be understood that applications may be refused if it is considered that the prospective driver is too experienced for this entry level formula.

Day licences are available at a cost of £30 per meeting – a temporary licence form must be completed in full.

3. WHAT TO DO NEXT

- Check through the fixture list for the 'Back To Basic' Banger fixtures and select a meeting or meetings.
- Contact the Stockcar Office via 01252 322920 or email:- bookin@spedeworth.co.uk to make your booking.
- When your booking has been processed you will be placed on to the booking system.
- On arrival at the Stadium you must first book in at the pit office and pay any fees applicable. By the act of signing-in to race, you are presenting your car as conforming to the rules.
- You must then get the car Scrutineered and obtain the Passed Scrutineering Sticker which has to be displayed in a prominent position on the car. The scrutineer will do a pre-meeting safety check, at any time during the meeting your car may be re-checked. If at this time your car fails

scrutineer / safety checks the driver will be liable for punishment that could include a load-up or full ORCi ban.

- Ensure you are familiar with the raceway flags and the rules of racing, as you are now ready to race and will come under all the Rules & Regulations, similar to all the other formulae.

4. ELIGIBLE CARS

- Cars must be u1800cc petrol or u2000cc non-turbo diesel. No Ford Focus/Mondeo, Honda powered cars are permitted.
- Unlimited 'Back To Basic' cars must be over 1800cc. No Ford Focus, rear-wheel driver Previa type vehicles or four-cylinder Ford Mondeo/Cougars are permitted. You may use Honda powered cars in Unlimited 'Back To Basic' meetings.
- At micro 'Back To Basic' meetings you can use a car from the National Bangers Micro list with the exception of the K11 Nissan Micra, Ford KA/Fiesta's. In all cases if in doubt please call 01252 322920 for confirmation.

5. INITIAL PREPARATIONS

- Remove all exterior mouldings, screen glass, lamps, handles *and any spoilers*.
- Remove all *airbags and charges (if fitted)*, interior trim & passenger seating.
- Remove the fuel tank, spare wheel carrier & tow bar if fitted.
- Remove rear spoiler and side skirts even if factory fitted.
- Remove all obsolete wiring and interior debris from the car.
- Both steel & plastic rear bumpers must be removed.
- Read & familiarise yourself with the Banger 'Back To Basic' Rules & Regulations for preparing the race car.
- It is compulsory to pad steering columns with high density foam if the original trim is removed.
- It is compulsory to pad the B pillar and roll cage.
- Cars must remain 'on the key' with the original ignition system.
- Petrol pumps must be able to be turned off either by the ignition key or a battery cut-off switch.
- Radiators must be left in the original position all times and replacement radiators must be in the same original place.
- Batteries may be left in the original position but if moved inside the car must be securely fastened and covered.
- Original fuel lines may be used but must enter the car either through or as near to the bulk head as possible.
- The lower edge of the front wings may be trimmed but wings must not be folded or crimped.
- Bonnets can be tied down with seat belt only in a maximum of four separate places.
- Boots/hatchbacks must be tied shut with seat belt only in two separate fixings.
- Passenger doors may be tied shut with seat belt in a maximum of two separate places which must not go through the roof or the floor. Any seat belt must be knotted and not fixed with tape or tex screws.
- No welding is permitted.
- Apart from items mentioned within these rules all other parts must remain standard as manufactured.

6. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their Mechanic's actions. Promoters have had complaints made about Registered Drivers & also Mechanics, consuming large amounts of alcohol at meetings, which could effect their judgement or be detrimental to their health, when medical attention has to be administered by Paramedics, St Johns or Hospital Staff.

Should an incident occur that proves fatal on the raceway and you are involved, it is likely that the Police will want interview you. If you drive, don't drink! Scrutineers and Officials will report to the Clerk of the Course, anybody they believe is under the influence of Drink or Drugs.

Drivers who are thought to be under the influence, may be breathalysed.

Flags as used by the Starting Marshall & Trackside Safety Staff.

- Waved Green Flag – Go, the race has started.
- Waved Red Flag – Stop racing, slow down and stop immediately.

- Chequered Flag – The race winner has crossed the line, continue to race until the Red Flag is shown.
- Held Yellow Flag – Beware, you are approaching a hazard on the track, continue to race with caution.
- Waved Yellow – Slow down to 15mph, hold your position, and do not overtake any other cars. The pace car is entering the circuit to control the pace until the raceway is clear to race.
- A Blue Flag – The race has become processional, you may not pass another driver without attempting to spin them out.
- Black cross on a White board – You have committed an infringement and may be penalised in the results.
- Waved Black Flag - You are disqualified, pull off the track immediately.
- White Flag with a Red Cross – Technical Disqualification, leave the track immediately

Drivers are also reminded that they should line up on the grid with their engines switched off in the correct points order, unless told otherwise.

7. SAFETY EQUIPMENT

7.1 CRASH HELMET

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, FIA8860-2010, Snell SA2005, Snell SA2010, Snell SA2015, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC15) sticker.

7.2 RACING OVERALLS/GLOVES

You must wear Fire retardant, clean, un-torn ~~and brightly coloured~~ Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. Mechanics are also required to wear clean overalls and will not be permitted on to the track without them being on, when instructed to do so. It is mandatory to wear fire retardant gloves also clearly marked fireproof.

7.3 A NECK BRACE can be used but not compulsory, so to is a spine support. ***A forward head restraint can be used but must be to either FIA or SF1 standard.***

7.4 BALACLAVA *It is Mandatory to wear fire retardant BalACLAVAs clearly marked fireproof.*

7.5 WET WEATHER CLOTHING is also recommended and must be worn in addition to, and **not** instead of the racing overalls.

7.6 1kg FIRE EXTINGUISHER

A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

7.7 DRIVERS SEAT WITH HEAD RESTRAINT

You must have a Driving Seat with a head restraint and this may be of a competition type. The seat should occupy its original position where possible and be suitably supported at shoulder height and on both of the sides and back, with a suitable framework or seat stiffener's.

7.8 SAFETY HARNESS

The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it, in order to wrap and hold the pelvic region over the greatest possible surface.

A minimum of a four point buckle fixing must be used with a minimum of 3 floor fixings. A secure part of the floor or cage (including the seat bar), are recommended anchor points.

All seatbelt connection points must be visible and no belts pass through any firewall.

The safety of your seat will be judged by the Scrutineer's and you will only be permitted to race when they are satisfied that you will be as safe as possible in any event.

8. VIOLATIONS

- When referring to the engine, gearbox, final drive, mechanical or construction Rules & Regulations, the principle will always be: *Unless permission is specifically granted to make modifications (or any variation) nothing may be done to alter or change the Standard Parts in any way.*
- It is the responsibility of the Driver to prove to the Promotion that the part is legal, by way of written proof of where the part originated. This must be undertaken within 7 days, otherwise the item in question will be deemed illegal, resulting in immediate suspension from racing & referral for disciplinary action. Unless the rules say you can do it, you cannot do it!
- Presentation of a Vehicle for Safety Check / Scrutineering is a declaration by the entrant that the vehicle is eligible for that event.
- Car engines & fuel will be checked on a random basis. Violations or refusal to allow an engine check will result in an immediate suspension of all racing facilities.
- All Car and Engine Specifications will be taken from either the manufacturers Technical Specifications or the Technical Service Data books as published by Glass's Guide.
- Should a discrepancy occur between the Specifications then the Promotion will exercise its judgement, and that decision will be final.
- Clarification on any one item may be sought from the Promoter.
- Each driver is permitted one car per meeting & each car is permitted one driver per meeting.

9. GENERAL RULES OF RACING

- You must line up in your grid positions with the engine switched off.
- Grid positions will be allocated on a first come first served basis on track. Race winners will start at the back of the grid for the rest of the meeting. If it is a points series meeting then the top 3 of the points series will start from the back of the grid.
- The definition of a 'T-Bone' is when contact is made with the side of a car between the front and rear wheels. T-boning 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.

10. DEMOLITION - TYPE EVENTS

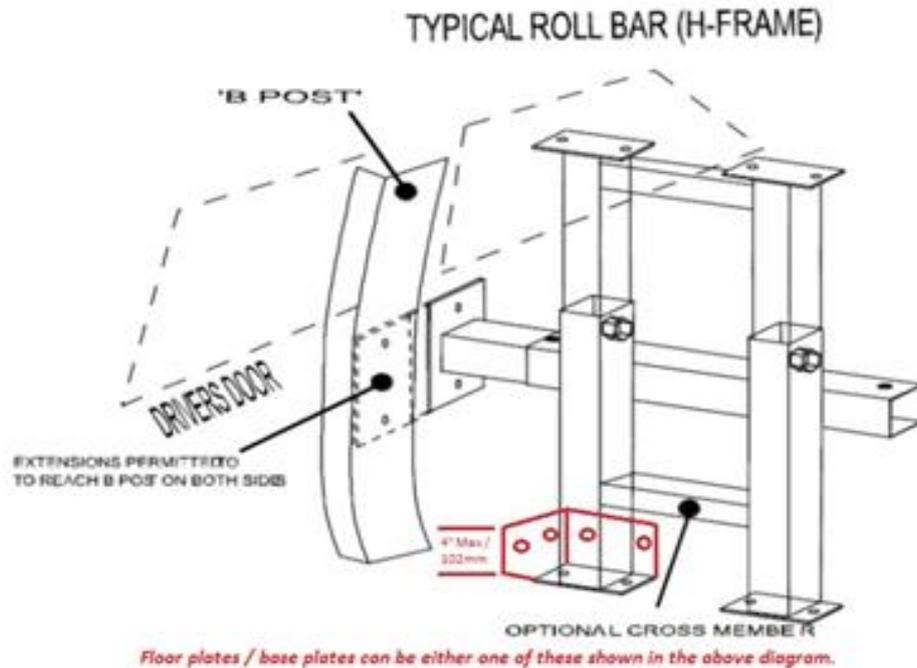
The following rules apply to any race where the nature of the event is to win by stopping the opposition. Demolition Derby Rules may only be used when the staging promoter declares (by way of a drivers briefing, letter, or notice on the programme) that these rules apply

- Attacking from the opposite direction is permitted, but no full length of the straight hits are permitted. No heavy t-bones are permitted.
- You may wait for a car or attack any part of the car except for the driver's area. This area is defined as being from the centre of the OSF wheel to the centre of the of the OSR door.
- Racing in the DD is optional, but if you do enter the DD the idea is to wreck your car by hitting the others.

11. ROLL BAR

- 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 roll cages, including the B pillar and steering columns must also be padded with high density foam.



- 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 below). If used, it is recommended that this is bolted through the B post.
- The minimum size for roll bar is 2"(50mm), maximum size 4"(100mm), minimum thickness 3mm. This MUST be box or tube.
- Crossbars must have a 5" (125mm) square end plate fitted.
- Each upright must have a minimum of two bolts on each side to the floor and one each side at the top. **The maximum size of the base plate is 15" (385mm) x 11" (280mm) These may go up the side of the sill or the rear panel straight up and a maximum of 4" (102mm) high and the same length and width as the base plate/floor plate of the cage, a maximum of 2 bolts through the side.**
- You must tie the seat at shoulder level to the roll cage or B pillar, through the seat frame not 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.**

12. BODYWORK

- A driver's door plate must be fitted & overlap the door pillars by a minimum of 3".
- *NB. No trench plates are permitted.*
- The plate must be a minimum of 10mm or 3/8", to a maximum of 19mm or 3/4" in thickness.
- Its depth must be no less than 254mm or 10" & no more than 305mm or 12".
- The plate must be fixed by a minimum of five 19mm fixings, through the door pillars with large washers on the inside.
- The door plate holes must not be slotted.
- An additional piece of angle iron or box section, not exceeding 76mm or 3" in its width and of any gauge, may be welded horizontally along the length of the door plate. The ends of this horizontal section must have the ends tapered or cut at an angle so as to prevent getting tangled up in rubbing situations. Any bolt fixing must not protrude this section of metal, they must be flush.
- **A steel plate fitted to the driver's floor-pan is highly recommended. It must be no thicker than 6mm, and must be bolted and/or welded in. This may be modified to rise to the maximum height of the sill of the door side only.**

Sun Roofs

- The glass must be removed and replaced with a piece of metal of a ~~maximum thickness~~ of 2mm, overlapping the aperture all the way round by 100mm or 4". The plate can be either welded or bolted in place. The fixing of this panel will have to meet scrutineering approval.

13. WHEELS & TYRES

- Any standard manufactured road wheel may be used in any combination of sizes but this must not be used to gain an advantage.
- No tyre gators are permitted.
- Only conventional road tyres are allowed with the exception of any weatherspeeds, rainsport 3, or rain expert 3.
- A scrutineer has the option to ask the driver to remove any tyre they deem not within the spirit of the class.

14. EXHAUSTS

- The original down pipes must be used including catalytic converter (if fitted) but silencers maybe changed but no cherry bomb type are permitted. Any car that seems to be too noisy will not be permitted to race. This is at the scrutineer and Steward Of The Meetings discretion.
- No competition type systems are allowed.
- Extra fittings are permitted.
- Ineffective or systems that become insecure while racing will require you to pull off the circuit, as you will be excluded from the results & get a black flag.

15. BRAKES

- The standard manufacturers system must be used & work on all 4 wheels.
- The handbrake must also be operational.

16. FUEL SYSTEM

- The tank must be metal & have a maximum capacity of 9 litres. No converted fire extinguishers are allowed.
- The fuel tank may be fitted to the "H frame" or behind the driver in the passenger area.
- Fuel caps must be of a metal screw type, no push fit types are allowed
- The fuel outlet must be from the top of the tank.
- A breather pipe must be fitted which must incorporate a one – way valve. **The pipe must terminate through the floor as to prevent spillage if inverted.**
- All fuel lines must be of good quality rubber or be metal covered, no rigid metal piping is allowed.
- Only roadside fuel can be used Petrol or Diesel. No additives are allowed.
- Multi point injection can be used with a return back to the tank or a t-piece fitted in the fuel line between the fuel tank and the fuel pump.

17. PAINTWORK

- The external appearance of the car must look bright & professional at all times; drivers of scruffy looking cars will be told to improve their appearance & may not be allowed to race.
- Sign writing must be professional and be approved by the Promoter.

18. SUN VISOR

- A Sun visor 165mm or 6" in depth may be fitted with your name upon it **only on the front windscreen aperture.**

19. FIN PLATES

- Fin plates must be fitted above the roof line but they should not be larger than 305mm or 12" by 559mm or 22" wide.

- Fin plate numbers must be 229mm or 9" high by 38mm or 1½" in width, plain black numbers on a plain white background only. Please ensure they are correct. *No Holographic numbers or backgrounds.*

20. SPECIFICATION AND RULE CHANGES

The Promotion may at any time make amendments to the Specifications for the following reasons:

- In the interests of Safety
- Reduce costs for the driver
- In areas that are detrimental to the future of the formula
- If an unnecessary advantage has been deemed.

Current registered drivers will be notified automatically of any changes.

For further information contact :

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Hollybush Lane

Aldershot

GU11 2PX

Tel : 01252 322 920

e-mail : info@spedeworth.co.uk

**REVISED RULES FOR 2017 IN BOLD/ITALIC/RED PRINT
ITEMS MARKED ~~STRIKETHROUGH~~ ARE NO LONGER ALLOWED
2017 'Back to Basics' Bangers Technical Specifications
Issue 1, Dated 19th December 2016
These rules are valid from 1st March 2017.**