

CRIMOND RACEWAY 1800 cc BACK TO BASIC'S BANGER FORMULA Regulations & Rules 2020

Any updates/clarifications are in Red

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 7).

Racing is in a clockwise direction on a clearly defined circuit with a separate infield.

2. ELIGIBLE CARS

Cars must be Under 1800cc petrol or Under 2000cc non-turbo diesel. No Ford Focus/Mondeo cars or Honda powered cars permitted. NO Forced induction allowed.

Cars limited to original factory max output of approx. 140Bhp.

If in doubt about the eligibility of your chosen car, Contact a Crimond Committee member.

Cars can be front or rear wheel drive.

3. INITIAL PREPARATIONS

Read & familiarise yourself with the Banger 'Back to Basic' Rules & Regulations for preparing the race car.

Remove all exterior mouldings, screen glass, lamps, handles *and any spoilers*.

Remove all *airbags and charges (if fitted)*, driver's side inner door handle & passenger seating.

Remove the fuel tank, spare wheel carrier & tow bar if fitted.

Remove rear spoiler even if factory fitted.

Removed all tailgate / boot gas struts.

All rear bumpers must be removed, plastic & steel. The original front bumper maybe left on, *but the outer plastic must be removed to just leave the 'under' bumper.* No changing of bumpers during the meeting.

It is compulsory to pad steering columns with 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 **or cut** 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 maybe tied shut with seat belt only in two separate fixings. You must remove tailgate gas struts.

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 screws.

No welding of any panel is permitted.

Apart from items mentioned within these rules all other parts must remain standard as manufactured.

4. FLAGS FROM THE START MARSHALL & TRACKSIDE SAFETY STAFF

Waved Green Flag – Go, The race has started.

Waved Red Flag –

If a red flag is shown during a race, drivers MUST slow down and come to a stop as soon as it safe to do so. Do not move once stopped until instructed to move by a track official.

Drivers are reminded that they Must stay in their cars during a race unless it is for their own safety, (car on fire etc.).

Any driver who vacates their car during a race suspension/stoppage must leave the track via the pit gate and return to their car once the race has finished.

Chequered Flag – The race winner has crossed the line, continue to race until the Red Flag is shown.
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

5. SAFETY EQUIPMENT

5.1 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, and 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.

5.2 RACING OVERALLS/GLOVES

You must wear Fire retardant, clean and un-torn. Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. It is mandatory to wear fire retardant gloves also clearly marked fireproof.

5.3 NECK BRACE

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

5.4 BALACLAVA

It is Mandatory to wear fire retardant balaclavas clearly marked fireproof.

5.5 WET WEATHER CLOTHING

Recommended and must be worn in addition to, and **NOT** instead of the racing overalls.

5.6 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 refuelling.

5.7 DRIVERS SEAT WITH HEAD RESTRAINT

You must have a Driving Seat with a head restraint. The seat should occupy its original position where possible.

5.8 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.

6. 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.

7. GENERAL RULES OF RACING

Grid positions will be allocated by the "Incarace system". Race winners will start at the back of the grid for the rest of the meeting.

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.

8. 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 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.

9. 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 foam.

The hoop must be one piece or two uprights and one top bar of a welded construction. This top bar should be 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. 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 two 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.

10. BODYWORK & DOOR PLATE

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 door plate must be fixed by a minimum of six bolts. Two of which **MUST** be a minimum of 16mm dia, One through the "A" pillar and the other through the "B" pillar, both with large washers on the inside. Remaining bolts minimum size 10 mm.

The door plate holes must not be slotted.

A steel plate fitted to the driver's floor-pan is allowed. It must be no thicker than 6mm, and must be bolted in. This may be modified to rise to the maximum height of the sill of the door side only.

Front wings maybe cut or trimmed but must not be crimped or folded.

Sun Roofs

The glass must be removed and replaced with a piece of metal of a minimum of 2 mm thick 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.

11. 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.

A scrutineer has the option to ask the driver to remove any tyre they deem not within the spirit of the class.

12. 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.

13. BRAKES

The standard manufacturers system must be used & work on all 4 wheels.

The handbrake must also be operational.

14. 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.

15. 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 approved by the Promoter.

16. SUN VISOR

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

17. 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.*

18. Raceivers. From 2021 onwards a driver Raceiver **MUST** be used by all Banger drivers when competing on track. These allow the race officials to speak to the Banger drivers during a race. The system will be live from the first race meeting of 2021 and ALL Banger drivers must have one. No working Raceiver and the driver will **NOT** be allowed to race.