

## Crimond Lady Banger Rules – 2022

1. This Lady Banger formula is based on any standard FWD or RWD road car with a maximum engine size of 2000 cc. **NO** Turbo or Supercharged Petrol engines allowed. Original Diesel Turbo engines are allowed. No modifications permitted to engine, or gearbox or differential. They must be standard to original car specification.
2. No welded or limited slip differentials allowed. If car has an LSD as standard it **MUST** be removed and replaced with a standard type differential.
3. **Cooling System:** - All cooling systems **MUST** be positioned in engine compartment. **NO** radiators permitted inside the car. A Radiator may be used but **MUST** be located in engine compartment.

### A Water/steam tank in the engine compartment to the following rules is allowed.

Only rectangular or L shaped tanks are permitted, with no braces. An L shaped tank may extend towards the turret on Passenger (N/S) side of car only. An L extension to the OS/F is permitted only on FWD cars with engine located on N/S of car. ("Ie" Honda). No extension to the N/S would then be allowed. The tank must remain "L" Shaped only.

Any modifications must be within the original bonnet outline.

U shaped tanks are NOT permitted.

Tanks **MUST NOT** extend beyond the front of the engine block.

The front of the engine is classed as the block, not the pulleys or water pump etc.

Tanks must only be secured by four fixings and may not be welded into the car or connected to any door or floor plates in any way. The tank must **NOT** be bolted to or through any part of the chassis, bonnet bolts may go through the water tank but if you choose this option they must not be connected to the chassis in any way & only through the inner wing.

Only two outlets are allowed from the tank.

**Please note** that water tanks are for cooling purposes only and not for strengthening. **ALL parts of the tank MUST carry water.**

No cutting of bulkheads is allowed.

Tanks must be non-pressurised

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

Water outlets on engine may be modified but not used for armouring.

4. Engines, subframes and differentials may be welded bolted or strapped into position utilising the original mounting points. New mounts when

fabricated must be similar in size to the original and not manufactured to strengthen the car.

5. A Distributor guard is **Permitted**. For forward facing distributors or Ignition pack units which protrude past the front of engine. The maximum size of guard is 9"x 9" (225x225mm) with a maximum thickness of ¼" (6mm). The plate may be bolted or braced using box iron, no bigger than 1"x 1" (25x25mm) and or welded **TO THE ENGINE ONLY, "IE"** you **CANNOT** fit the guard to the Sub-frame or gearbox
6. Batteries may be moved inside car but must be covered, (Recommended that they be placed on or under main roll cage). A master cut off switch must be fitted to R.N.S. corner of car. This must cut power 'as a minimum' to any electric fuel pump system.
7. Fuel tanks/ Fuel system: - Original petrol tank must be removed and replaced with a 2-3-gallon maximum metal tank fitted inside the car on or under the roll cage and must be fitted with a secure metal screw type cap. If, however the original tank is an integral part of the body, you must remove as much as possible. The main fuel outlet must always draw fuel from top of any fuel tank and a suitable vent, which should not spill when rolled over, must also come from top of tank and must be terminated below the floor level of the car. A one-way valve in the vent line is compulsory with termination of vent pipe through floor of car. All fuel lines must be in good condition with all connections secure and all lines securely clamped, especially on Fuel injection systems. A fuel shut off valve / Tap must be fitted in main fuel line between tank and engine on non – fuel injection cars. Immersed type fuel pumps are allowed. The power to any electric fuel pump and or fuel injection pump must be cut by master cut off switch.
8. Fuel injection cars can remove the complete injection system and replace it with one carburettor and manifold. The carburettor must be from a similar sized capacity engine and the manifold can be home or factory manufactured.  
No twin carburettor fitment allowed, (other than what was available as standard for engine used), and no side / down draft performance Carburettors allowed. Injection systems cannot be fitted to carburettor engines cars.  
Any proposed Injection / Carburettor changes must be submitted to the committee first for approval.
9. All glass and fire risk materials **MUST** be removed. Removal of the dashboard is **recommended. Removal of any Driver-side lower dashboard storage compartments & centre console is compulsory. ALL Airbags, Drivers & Passengers must be removed and or disabled.**

10. Front and rear plastic bumpers must be removed but any associated metal retaining brackets may be retained.
- 11. Only road legal “E” marked tyres are permitted. Race/Rally/Track day compounds are NOT permitted. The Scrutineer’s decision on what is and what is not “Legal” is final. For season 2016 onwards a list of Tyres that are NOT allowed has been adopted from the “National Banger” rules and is printed at the end of these Crimond Lady Banger rules.**
12. Roll cage - minimum is a single hoop in support of door pillars, securely bolted to roof and floor with at least four 12mm (1/2”) minimum size bolts, nuts and suitable washers. The hoop may be one piece comprising two uprights and a top cross bar, one additional cross bar between uprights halfway between top cross rail and floor is advisable. The roll bar **MUST NOT** have any rear supports. The maximum size of roll bar is 75mm (3”) box or tube, minimum size 50mm (2.0”) box or tube.
13. Driver’s door protection - COMPULSORY, a single steel flat plate - 250mm to 330mm (10” to 15”) deep, 10mm to 20mm (3/8” to 3/4”) thick and must be bolted over the driver’s door. No channel, angle, or corrugated steel allowed. The plate must extend between, minimum- 75mm (3”) and maximum- 150mm (6”) past both A and B pillars and be securely fixed with a minimum of four and a maximum of eight bolts. There must be at least one bolt through the A pillar and one through the B pillar or roll cage. These two bolts must be a minimum diameter of 12mm (1/2”) with a 50mm (2”) minimum diameter washer on the inside. Except for the two A & B pillar bolts 8mm (5/16”) is the smallest diameter bolt allowed. For two door cars with no B pillar, doorplate must be bolted to the roll cage and be no more than halfway along rear side panel (where rear door would normally be). Additional internal door bars are permitted but only if secured correctly and it is recommended that additional foam padding be fitted.
14. All panels, including wings, must be in place at start of meeting, doors can be bolted shut with maximum of 4 bolts in each door or 2 x 12” square spreader plates used with maximum 5 bolts. Drivers door must be fixed shut. Seam welding not permitted except for driver’s door. Bonnet corners can be fitted up to 300 x 300 x 425mm
15. Securing Bolts – a maximum of 4 bolts allowed to secure bonnet and / or boot but must not protrude to present danger or injury to driver or fellow competitors. Crush tubes over bolts permitted but welding of bolts or crush tubes to chassis or spread plates prohibited.
16. Tow bars must be removed, and no additional bars allowed.

## 17. Rules of racing

The ORCI rules of racing that Crimond raceway abide by are available on the Club web site, "crimondraceway.co.uk"

18. The Lady Bangers are a minimum contact formula, "**IE**" Nudge & Spin.

19. **Drivers safety equipment** All driver's safety equipment requirements are listed on the club web site "crimondraceway.co.uk" and can also be viewed as per below: -

*ORCi 2022 Driver Safety Equipment Specification Regulations The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.*

*These regulations are located in the "Technical" section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.*

*Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:*

*ORCi Website Technical Section: <http://www.orci.co.uk/Content/Technical> ;*

*ORCi Website Home-page: <http://www.orci.co.uk/Home> ;*

*Follow the ORCi on Social Media: Facebook -*

*@OvalRacingCouncilInternational Twitter - @orc\_int*

20. Contact is permitted only on track, which includes corner areas, attacking from or hiding in the infield will result in disqualification and will incur a penalty. A car that drives or ends up in the safe areas of the track may not re-join the race unless they were pushed/spun into safe area by a fellow competitor. If re-joining they must re-join track, (As close as possible), at the point they were pushed/spun into safe area.

21. NO turning around or doing a "U" turn to go the wrong way around the track. (Unless to recover from spin etc)

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 is asked by an official to vacate their car during a race suspension/stoppage, must leave the track via the pit gate.

22. Driver grading: Drivers will line up on the grid at the race start in points order, unless it is a public draw for special race etc.

23. Race starts: - Lady Bangers will have a Standing start.

Raceivers. From 2022 onwards a working driver Raceiver set on channel 952 (461.8875Hz) **MUST** be used by all Lady Banger drivers when competing on track. These allow the race officials to speak to the drivers during a race. The system will be live from the first race meeting of 2022 and ALL Lady Banger drivers must have one. No working Raceiver and the driver will **NOT** be allowed to race.

**24: - Transponder** An Identisports in-car transponder will be compulsory in the Crimond Bangers. These can be purchased from the track office. These transponders must be mounted in the car in the passenger compartment, not forward of the windscreen aperture and above the top of the door level with the red LED light facing towards the outside of the track and be able to be seen from outside the car.

Tyres "**THAT are not allowed**" are listed below: -

<p><b>AVON</b></p> <ul style="list-style-type: none"> <li>• ACB 10 Sport</li> <li>• CR6ZZ (Including Sport)</li> <li>• Turbospeed CR28 Sport</li> <li>• CR500</li> <li>• ZZR</li> </ul> <p><b>BRIDGESTONE</b></p> <ul style="list-style-type: none"> <li>• Potenza S007 RFT</li> </ul> <p><b>CONTINENTAL</b></p> <ul style="list-style-type: none"> <li>• ContiForce Contact</li> </ul> <p><b>DMACK</b></p> <ul style="list-style-type: none"> <li>• Trackday</li> </ul> <p><b>DUNLOP</b></p> <ul style="list-style-type: none"> <li>• Formula R D83J</li> <li>• Formula R D84J</li> <li>• Formula R D93J</li> <li>• Direzza 02G</li> <li>• Direzza 03G</li> <li>• CR 311</li> <li>• Sport Maxx Race</li> <li>• SP Sport R7</li> </ul> <p><b>FEDERAL</b></p> <ul style="list-style-type: none"> <li>• 595 EVO</li> <li>• 595 RSR</li> <li>• FZ 201</li> </ul>	<p><b>GOODYEAR</b></p> <ul style="list-style-type: none"> <li>• EAGLE F1</li> </ul> <p><b>HANKOOK</b></p> <ul style="list-style-type: none"> <li>• Z209</li> <li>• Z210</li> </ul> <p><b>KUMHO</b></p> <ul style="list-style-type: none"> <li>• Ecsta V700 (inc V78)</li> <li>• Ecsta V70A</li> <li>• Ecsta TW01</li> <li>• Ecsta TW02</li> <li>• Ecsta C03</li> </ul> <p><b>MARANGONI</b></p> <ul style="list-style-type: none"> <li>• Zeta Linea Sport</li> </ul> <p><b>MAXXIS</b></p> <ul style="list-style-type: none"> <li>• Maz1 Drift</li> </ul> <p><b>MAXSPORT</b></p> <ul style="list-style-type: none"> <li>• RB4 Intermediate</li> <li>• RB5</li> </ul> <p><b>MICHELIN</b></p> <ul style="list-style-type: none"> <li>• Pilot Sport Cup</li> <li>• Pilot Sport Cup 2</li> <li>• TB 15</li> <li>• TB 15 (f &amp; r)</li> </ul>	<p><b>NANGKANG</b></p> <ul style="list-style-type: none"> <li>• NS-2R</li> </ul> <p><b>PIRELLI</b></p> <ul style="list-style-type: none"> <li>• P Zero Trofeo</li> <li>• P Zero C</li> <li>• CA67</li> <li>• CF67</li> <li>• P Zero Corsa</li> <li>• P7 Corsa Classic</li> <li>• P Zeri Torfeo R12</li> </ul> <p><b>SILVERSTONE</b></p> <ul style="list-style-type: none"> <li>• FTZ Sport RR</li> <li>• FTZ Wet Tyre</li> <li>• S575</li> <li>• S585</li> <li>•</li> </ul> <p><b>SYRON</b> ALL SIZES &amp; Types</p> <p><b>TOYO</b></p> <ul style="list-style-type: none"> <li>• R888</li> <li>• R1-R</li> </ul> <p><b>YOKOHAMA</b></p> <ul style="list-style-type: none"> <li>• All AO type Tyres, “IE”= AO21/48 etc.</li> </ul>
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*In addition to the above table No “run flat” tyres, no 1B rated ‘Track-day’ tyres, no Rally tyres or competition type or cut tyres.*

**Decisions on which tyres are permitted will be at Scrutineer’s discretion.**

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