

Banger Rules – 2011

Revision 2012.02 updated by B Barrack Approved by Crimond committee 11Jan/2012

1. Any car or car based van or truck is permitted. No convertibles or wooden frame estate cars. Van Banger only race may use Vans & pickups based on up to 3.5 ton max, twin or single wheeled. People carriers are permitted in the Van Bangers. "NO" engine transplants allowed in Van Bangers.

The vehicle must remain standard and unmodified apart from the following items. In the event of a driver using a classic or American car, the engine / transmission / suspension from an equally sized modern car may be installed to replace the original fitted. Any driver wishing to carry out this change must first inform committee for clearance / permission **BEFORE** carrying out any changes.

1A Engine transplants

General engine transplants are permitted within the following guidelines

1 – No Turbocharged engines allowed to be transplanted. No fuel injection allowed on Transplanted engines.

2 – Both RWD & FWD cars may transplant engine/gearbox. No converting of FWD To RWD or RWD to FWD allowed.

3 – Transplanted engines MUST be of equivalent engine "CC" capacity, or smaller.

4 – Only complete original matching engine/gearbox transplants permitted. Drive Shafts&propshafts may be altered to allow transplant.

5 - On transplanted engines the position of the mounts on the engine/gearbox are free But must be within existing rules, (see rule #3). Only minimal additional metal is Allowed on the chassis/subframe to mount the transplanted engine/gearbox. The Purpose is to hold the engine/gearbox and not strengthen the car and also not to be Used for armouring. The Scrutineer's decision on what is and what is not armouring Is Final.

6 – If in doubt about a possible transplant," ASK" the Committee before carrying Out the Conversion.

2. The radiator may be repositioned but if fitted in the passenger compartment must be a minimum of 450mm (18") to rear of the driver. Electric fans may be used .All water hoses must be securely fastened to the car. No cold water Blue Alkathene pipe permitted, only steel or rubber hoses allowed. If steel pipes are used these **MUST** be covered as they pass through the passenger /driver compartment. When joining rubber hoses together a steel insert must be used inside pipes to stop deformation when clamped.
Water tanks (6 gallon max) may be used if made of steel and fitted with a pressure relief system. Tanks must not be fitted forward of engine and be box T or L shaped, no U shaped tanks.
3. 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.
4. Batteries may be moved inside car but must be covered. 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.
5. Fuel tanks: Non Fuel Injection – Original petrol tank must be removed and replaced with a 2 gallon maximum metal tank with secure metal screw type cap. The main fuel outlet must draw fuel from top of tank and a suitable vent, which should not spill when rolled over, must also come from top of tank. A one-way valve is recommended for this.

6. Fuel tanks: Fuel Injection – It is recommended that the original fuel tank is removed as per 5 above but due to the possibility of fuel leakage from high pressure pipes between tank to engine inside car, the original fuel tank and system may be used **BUT ONLY** if tank is in safe position in car. The Scrutineer's decision on what is/is not a safe position is final. If in doubt ASK.
7. 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 engined cars. Any proposed Injection / Carburettor changes must be submitted to the committee first for approval.
8. All glass and fire risk materials, including any central console **MUST** be removed and removal of the dashboard is **strongly recommended**. Front and rear plastic bumpers must be removed but any associated metal retaining brackets may be retained.
9. Differentials must remain standard and unlocked.
10. Roll cage - minimum is a single hoop in support of door pillars, securely bolted to roof and floor with at least four 8mm (5/16") 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 half way 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 40mm (1.5") box or tube. If scaffold poles or acrows are used all clamps must be welded to the uprights.
A four-post roll cage is permitted sizes as per single hoop and must be fully within passenger compartment.

Van Banger only race roll cage

Small vans roll cage must be a single hoop as per normal car rules. Large vans, Transit, Sprinter etc., a minimum of a single upright is required, sizes and secured as per car rules, fixed behind Driver's seat and bolted to roof and floor of Van. Where a Plastic or Fibreglass shelled Van is used, EG, (Ice cream Van), a minimum of single hoop roll cage as per car rules is required.

11. 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 75mm (3") and 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 half way 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.
12. **A Driver's door quick release window net is Compulsory.**
13. 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

14. Seat belts - a minimum a 3-point harness must be worn when racing.
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. 1400CC meetings – only cars up to 1399cc permitted.
18. Start grid positions will be free except for the top 10 points scorers who will be lined up at the rear of the grid in track championship order. This rule will not apply when grid positions are subject to a random draw.
19. Contact is permitted only on track, which includes corner areas, but attacking from or hiding in the infield will result in disqualification and may incur a further penalty.
NO DELIBERATE FOLLOW INS, HEAD ONS or offensive driving in the wrong direction allowed (Demolition Derbies excepted).

Welding to steering and suspension components is permitted where it has been damaged during racing.

Cars presented at scrutineering with welding which is considered excessive or illegal may be given the opportunity to remove the offending parts. If this is not completed on race day the DRIVER AND CAR will be banned for up to one year. Deliberate concealing of welding / fabrication work with under seal /paint or “boxing in” WILL result in a DRIVER AND CAR ban.

The above bans will be forwarded to the Orca for inclusion on the National ORCI Banned List