

ONCHAN RACEWAY

Stockcar Racing

2 Ashbourne Avenue
Braddan
Isle of Man
Tel: 01624 670649 / 629446 / 432 232

E-mail: onchanraceway@hotmail.com
Web Site: www.onchanraceway.com

BANGER REGULATIONS 2008

Any type of car, estate, car derived van or small pick-up may be used providing that they are of steel construction, with a minimum of 200 being produced. No Land Rover type vehicles, no large vans (transits etc), no cars bigger than a Ford Granada are allowed.

ENGINES

Engines are unlimited except no turbos, superchargers or dry sump systems allowed. Engines must be compatible with body shells, ie an Escort body may be fitted with any Ford engine which was originally fitted to that type of body shell.

Diesel engines are allowed, the driver must demonstrate that the engine can be stopped when required, in the same manner as a petrol engine.

The original bulk head must not be cut away and remain intact. All exhaust systems must be securely fastened to the underside of the car and **MUST HAVE AT LEAST ONE GOOD SILENCER BOX**. The pipe should not protrude past the body work.

GEARBOX

Must remain standard.

DIFFERENTIALS

Standard, welded or limited slip differentials may be used.

RADIATORS

May be repositioned but flexible joints must be confined to radiator and engine connections. The driver must be in no danger of scalding if the system fails ie. Burst hose or radiator. Water tanks may not be used. All over flow pipes must terminate under the car.

SUSPENSION

Must remain standard, ie no camber, castor or lowering. Wheelbase must also remain standard. Strut braces are not allowed.

BRAKES

Must work effectively.

WHEELS

Maximum width 7 inch. No wider permitted.

TYRES

No competition tyres (slicks, intermediates etc). Standard factory fitted types only allowed.

No max sports, competition colways or avons. **If unsure ask – anyone caught using tyres deemed not to be legal will loose all points scored throughout the season.**

ELECTRICAL

Batteries may be repositioned, they must be bolted or clamped securely and completely covered to prevent acid leaking in the event of a roll over. A battery isolator switch, switching the earth side of the circuit is recommended.

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STRENGTHENING

No additional strengthening with any material may be carried out outside the drivers cab other than :-

- 1) For towing purposes, one bar front or rear, within the width of the original chassis rails and not protruding further forward or backward than the original chassis rails. Maximum size of this additional bar is 50mm x 50mm, hollow section 5mm thick.
- 2) Seam welding of body panels is not allowed. Doors can be tack welded shut using 2 x 75mm welds per door.

Please note :- chassis / chassis legs must not be strengthened and ends must be left open.

Tow bars must be removed.

BALLAST

No additional ballast of any kind allowed.

TRIM

All interior trim including door linings, head linings, floor coverings, all seats (other than the drivers), all exterior trim, windows, lights, glass, chrome strip, wheel trims and wheel weights must be removed before the car is brought to the stadium. No rubbish must be left inside or outside the stadium.

BONNET / BOOT

The bonnet and boot may be chained or bolted down. If bolted, a maximum of four 12mm diameter bolts in both boot and bonnet may be used. In every case both the boot and bonnet must be able to be opened for scrutineering purposes. Bolts which protrude 50mm above the bonnet line will not be allowed.

DOORS

All doors must be either welded, bolted or chained shut, - the strongest being bolted or welded immediately opposite the hinges, rope alone will not be permitted. (2 x 75mm welds per door allowed).

DOOR BARS / CHICKEN PLATE

Door bars or a steel plate covering the drivers door skin are compulsory.

Door bars - A minimum of two 25mm x 25mm box section 2mm thick are required – one positioned at a level to protect the drivers knee and the other positioned to protect the drivers arm in the event of a side impact.

Chicken plate – A steel plate minimum ¼ inch thick maximum ¾ inch thick and between 150mm and 300mm deep is required to be fitted (using 10mm bolts and repair washers) across the outside of the drivers door, extending from the front wing to the rear door or wing. Channel or box section which could damage other cars is not permitted.

ROOF SUPPORT / ROLL CAGE

A substantial steel roll cage of at least 50mm x 50mm box section 3mm thick may be constructed inside the drivers compartment only, bolted or welded to solid bodywork, it must not be fastened to strut tops.

Or a 50mm diameter 3mm thick roof support must be fitted behind the drivers head, a steel plate minimum size 100mm x 100mm x 5mm thick must be welded at each end. Securely bolted using four 10mm bolts and repair washers at each end, with excess thread cut off, the support should be suitably padded in such a way as to provide a head restraint for the driver.

DRIVERS SEAT

The drivers seat must be strong and secure and must be bolted or welded to the floor. Adjustable runners or sliders must be bolted or welded up.

FUEL TANK

The standard fuel tank must be either removed or if retained must have the filler cap removed and a hole punched in the lowest part of the tank. A steel tank of two gallons maximum must be securely fastened inside the cab, preferable in the centre of the rear seat area. The tank must have a breather which will not allow fuel

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to leak if the car is upside down. An ON /OFF tap must also be fitted in a position so that the driver can turn off the fuel whilst sat in the car whilst wearing the safety harness. The tap must be clearly marked to show ON / OFF position. All fuel tanks must have a metal screw top, with both fuel outlet and breather from the top of the tank. All fuel lines must be of metal type, although a maximum of 6 rubber or plastic joints of 150mm maximum length are allowed. Breathers must terminate under the car.

SAFETY HARNESS

A full four strap type harness must be fitted and be in good condition. The harness should feature two shoulder straps, lap straps and quick release buckle. The harness must be of minimum 3 point fixing.

The harness must be fixed to a strong point of the floor separate from the seat mountings and with a minimum of 10mm bolts. A fifth crutch strap is recommended.

FIRE EXTINGUISHERS

All cars must carry a fire extinguisher – minimum size 1kg – and be of dial type- dry powder or CO2, which should be mounted not taped, within easy reach of the driver. A hole must be cut in the bonnet above the carb in case of a fire in the engine compartment.

CRASH HELMETS

Helmets must be fitted with a suitable visor or goggles. Helmets must be worn at all times during practice or racing.

Helmets must conform to either :- BS6658 Type A; BS6658 Type AFR; Snell SA -00: E22 05 or ECE-R22.05

OVERALLS

Drivers are required to wear suitable overalls during practice or racing – minimum standard for all drivers is flame retardant Proban protected to BS 6249.

NECK COLLARS

Neck collars are strongly recommended.

GLOVES

Flame retardant Proban gloves must be worn at all times during practice or racing.

WINDOW NETS

A window net must be fitted to the drivers door window, but must be easily removable if access is required by the rescue services.

NUMBERS

Racing numbers must be painted on both sides of the car (as large as possible), and also on both sides of a roof mounted fin. Minimum size of numbers 230mm high with 25mm brush strokes. Black numbers on a White back ground. The drivers name should be able to be seen by the commentator and spectators. **No obscenities as stockcar racing is a family sport.**

NOVICE DRIVERS

A novice driver may paint the rear boot lid of their car with black and white vertical stripes. Experienced drivers must not treat aggressively novice drivers displaying stripes and likewise a novice driver must not treat aggressively any other driver. Novices displaying stripes may start each race behind the red / superstar grade drivers, enabling them to gain confidence.

Whilst displaying stripes any points scored will count towards individual meeting trophy awards, but not the season long points championship. When a driver is confident the stripes can be removed, they will start each race from the white grade position and begin to score championship points

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CONDUCT

Drivers are required to wear clean overalls and attend the meetings with themselves and their cars looking as presentable as possible. Remember that apart from racing for your own enjoyment, you are entertaining the public and it is with their support that we continue to race. A driver is expected to comply with all requests of the stadium staff when at a meeting. Mechanics are the responsibility of the driver and irresponsible conduct by a mechanic or driver could lead to the driver being suspended.

SAFETY

Safety is of the up most importance. These rules have been compiled with you, your fellow drivers, and spectators safety in mind.

SCRUTINEERING

Every car will be scrutineered before being allowed to practice or race. It is the drivers responsibility to ensure that his car is scrutineered.

Negative and positive camber will be checked on the wheel rims - a tolerance of + or – 25mm from vertical will be accepted , any car suffering damage to the suspension, or suspension mounting points will need repairing bringing the wheel back to vertical before it is presented for scrutineering at the cars next meeting.

Cars suffering damage during a meeting will be allowed to continue racing during the meeting at the scrutineers / clerk of the courses discretion.

Engineered camber will not be permitted.

ENJOY YOUR RACING AND GO FOR IT !

These rules supersede all others previously issued.

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