

**BUXTON RACEWAY**  
**SUPER BANGER SPECIFICATIONS 2008**

**ALL REVISIONS AND NEW RULES FOR 2008 ARE IN BOLD PRINT.  
DELETIONS ARE STRUCK THROUGH ~~THIS~~.**

**1. General Information.**

When referring to the engine or construction rules and 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 in any way the standard parts.

Unless these rules say you can do it, **YOU CANNOT DO IT.**

Cars, engines and fuel may be checked on a random basis.

As we do not welcome cheats at Buxton, violations will result in an immediate suspension from all racing and any inspection refusal will be treated similarly.

Please Note: That scrutineering checks may not only be made prior to racing, but at any time through a meeting. If any part is suspected of being illegal and you do not agree please make sure you leave it with the Promotion. If you refuse the parts automatically become illegal.

You should note that no fibreglass panels are allowed on Super Bangers. Please also note that **BEFORE YOU ARRIVE AT THE STADIUM, ALL GLASS MUST BE COMPLETELY REMOVED AND THE INTERIOR OF THE CAR SHOULD BE CLEARED OF ALL LOOSE TRIMMINGS, COMBUSTABLE MATERIAL AND PASSENGER SEATS.**

Super Banger racing at Buxton is for individual point's Championships. No team racing or team colours are allowed. All races are strictly on a "nudge and spin" basis and there will be a zero tolerance on heavy contact including deliberate "follow-ins".

**2. Cars.**

You may use any road going two wheel drive, steel bodied saloon or estate car, originally manufactured with an ~~minimum~~ engine size of 1800cc, and a maximum of 5300cc.. Should the car have a sunroof, this must be blanked off with metal plate 1 1/2mm thick, and securely fixed. No pick-ups or vans are allowed. **It is permitted to convert a Front Wheel Drive car to Rear Wheel Drive and vice versa.**

There are two acceptable methods of car construction (double skinned or a softer car), both of which are fully explained in this section, but in the case of cars smaller in size than those permitted in the "softer cars" section, then they **MUST** be double skinned.

All exterior panels may be replaced with sheet steel up to 3mm thick. **WHILST BARS MAY BE USED AS A PART OF THE DRIVING COMPARTMENT, THEY MAY NOT EXTEND FORWARD OF THE FRONT WHEEL CENTRE OR BEHIND THE REAR WHEEL CENTRE. PLATE MAY NOT BE FOLDED WITHIN 4" OF ANOTHER FOLD TO MAKE A SECTION OF "BAR-LIKE" FORM.**

IMPORTANT NOTE – So that scrutineering can be carried out effectively in respect of the above, inspection holes must be made as shown below:::::

**WHILST THIS MAY APPEAR TO BE A DRASTIC CHANGE, UNDER CURRENT HEALTH AND SAFETY GUIDELINES IT IS ESSENTIAL THAT WE ARE ABLE TO POLICE THESE RULES TO CONFORM WITH RECENT CHANGES IN THE INSURANCE MARKET.**

A 50mm square hole on the top of each front wing not more than 25mm from the bonnet edge and in front of the front wheel edge.

Three 25mm diameter holes in the side of the front wings equi-distant from the door seam to the front of the wing, in a horizontal line above the wheel arch near to the top of the side of the wing.

Three 25mm diameter holes in the top of the bonnet slam panel. One should be in the centre then one each side, 12" away towards the sides of the car.

One 50mm square hole in each headlight aperture cover plate or in the area of the original headlight.

One 50mm square hole in the centre of the grill.

One 12mm diameter hole in each front and rear chassis rail. It is the drivers' responsibility to ensure these holes are in such a position that the scrutineer can inspect and be certain that no bars/steel have been inserted into the chassis.

For cars with a boot, two 50mm square holes in the horizontal surface.

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**2. Cars – contd.**

One 50mm square hole on the rear panel where the rear number plate would normally fit – say on a Sierra.

One 6” (152mm) square hole adjacent to the carburettor.

NOTE – No interior panel covers allowed ~~with effect from the start of the 2006 season.~~ If you have to remove any, please make sure no sharp edges are left.

Scrutineers may drill other holes as required to enable them to make sure any car complies with these rules. A refusal will make a car illegal.

The maximum width of any car shall be 77 inches to include wheel arches, and the arches must cover all wheels.

Flared wheel arches must not present any sharp edges, which could damage cars or injure persons.

If you choose not to replace the panels with sheet steel and build a “softer car” then the following rules will apply:

Cars to be used are those you would expect to see in Unlimited Bangers to ORCi Rules: eg – Granadas, Big Volvos, **Mondeos** and Jaguars.

All doors to be seam welded **as a minimum. No other welding is permitted unless this is a part of progress towards a double-skinned car in the future as permitted by these rules.** ~~no other welding permitted, but there is the option to double skin the car at some stage in the future.~~

Bottom of door window openings must be strengthened.

Suspension may be modified.

A single hoop roll bar must be fitted to ORCi National Banger Rules

A steam tank must be fitted to ORCi National Banger Rules. Radiators are NOT allowed.

Engines are free to Super Banger Rules (See section 3).

Wheels and tyres that can be used are to Super Banger Rules (See section 7).

**3. Engines.**

A Super Banger is a car with a minimum engine size of 1800cc, and a maximum of 5300cc. Engine transplants are allowed. Modifications may be made to the engine and carburettors are free. Engines may be moved from their original position, remaining under the bonnet, so long as they are securely fixed and there is a firewall between the engine compartment and the driver.

Self-starters must be fitted to all cars and must be in working order. Fuel injection is not permitted

**4. Exhausts.**

All exhausts are free and if inside the car must be covered. No overhead exhausts. It is essential that an effective silencer is fitted to the satisfaction of the Scrutineer/Steward.

**5. Gearboxes and Rear Axles**

Gearboxes and Rear Axles are free.

**6. Suspension**

**Suspension may be modified.**

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**7. Wheels and Tyres.**

Tyres must be those manufactured for road use. Colways, Rally Race, Slicks, Yokohama, Hoosier or similar tyres are NOT ALLOWED. Tyres cannot be re-capped with any type of racing compound, or re-cut. The Board of Control reserves the right to review the regulations relating to tyres at any time and to prohibit the use of any tyre not considered to be within the spirit of the regulations. Hub caps, overriders and wheel balancing weights must be removed. All wheel nuts must be fully tightened. The maximum width of any wheel shall be 8J. Aluminium wheels are allowed. No wheel spacers are permitted. Double tyre side walls are allowed.

**“The Toyo Proxie R888 may not be used. Competition type tyres, those specifically designed as “track day tyres” and similar are NOT permitted in Super Banger Racing. The Promotion Team will continue to monitor the use of tyres and disallow any tyre thought NOT to be within the spirit of the formula, which is basically an economy formula”**

**8. Brakes.**

Brakes must be effective on all four wheels.

**9. Roll Cage.**

For driver's safety a roll cage must be fitted and must remain within the confines of the car. All components must be welded. The cage must have a minimum of four uprights and two cross bars to produce two hoops as a minimum. These may be braced from front to rear. They should be made of metal box or tubing, minimum 32mm (1.25") outside diameter with a wall thickness of 3mm minimum. The cage should incorporate “Chicken Bars” along the driver's door. All roll cage bars must be securely fixed to a base plate, which in turn must be bolted to the floor and roof of the car. **DOOR BARS AND ALL ROLL CAGE COMPONENTS MAY NOT GO BEYOND THE WHEEL CENTRES, EITHER FRONT OR REAR.** The plates should be made from steel and be 4" square and have a minimum thickness of 5mm. Reinforcement of the drivers side floor pan with a strong metal plate is advised. A bar must be positioned behind the drivers seat to give it support should it collapse. The bar should be positioned between the two rear down bars. Scaffold clips can no longer be used.

Strengthening is allowed within the confines of the car, plus a 3mm thick steel plate, must be fitted above the drivers head and welded to the roll cage.

**10. Drivers Seat.**

A seat with a head restraint must be fitted. The seat must be securely mounted at shoulder height to the crossbar or to the roll cage/roll bar and bolted or welded securely to the floor in at least four places.

**11. Petrol Tanks.**

The original fuel tank must be removed and replaced with a fuel tank, maximum capacity 3 gallons, with a fuel outlet at the top of the tank. The tank must feature a secure screw-on metal cap and a breather pipe, which must terminate below the tank to be fitted.

It must be fitted, clear of the body with adequate protection, to the rear of the car, NOT behind the driver, and must be securely bolted in place. An effective petrol shut off tap must be fitted, within easy reach of the driver when he/she is strapped in, and clearly marked on/off. Any fuel lines, which pass through the inside of the car, must be made of metal. Maximum length of flexible fuel pipe for joining purposes is 6 inches.

Only standard pump fuel up to and including 100 octane rating is permitted—(Unleaded, 4 star or LRP). No Avgas (Aviation Fuel). No special mixes or Methanol blends, Nitrous Oxide, or Octane Boosters are permitted.

**12. Batteries.**

The battery must be firmly secured to avoid movement and covered with a rubber or plastic sheet to avoid spillage should the car roll. An electrical cut off switch must be fitted, to the earth lead, and clearly marked from the outside of the car. The switch must be fitted to the rear nearside corner of the car and be suitably marked ON/OFF. Batteries should be fitted on, under, or behind the roll bar, but not in the footwell or behind the driver.

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**13. Radiators.**

The radiator may be fitted anywhere in the car, preferably under the bonnet. If fitted inside the car, it MUST be behind the driver and the driver protected by a metal or strong plastic sheet. WHILST IT WAS PROPOSED TO OUTLAW THE USE OF RADIATORS IN FAVOUR OF STEAM TANKS WITH EFFECT FROM 1<sup>ST</sup> JANUARY 2008, THIS IS STILL UNDER CONSIDERATION.

All hoses must be reinforced with steel, and all joints must be covered to protect the driver from leakages of steam or boiling water.

All radiators and header tanks must be below the roof line.

**14. Ballast.**

No ballast of any type may be used.

**15. Tow Bars & Fixing Brackets.**

These MUST be removed.

**16. Strut Bracing.**

This is permitted as long as it is across the centre line of the suspension legs.

**17. Interior Mirrors.**

Interior Mirrors are allowed.

**18. Numbers and Roof Colours.**

Numbers must be painted on both sides of the car either white on black or black on white. Size to be 305mm x 51mm (12" x 2"). A roof fin is compulsory. Maximum size 305mm x 408mm (12" x 18"). The words "Buxton Raceway" should appear somewhere on the car and all cars should be presentable.

The whole roof must be painted in the drivers correct grade colour. The Reigning Points Champion has the option of using racing number "1" but must paint the whole of his/her roof silver.

**19. Safety Harness.**

A 5-point safety harness must be fitted and must be anchored on at least four separate anchor points. The minimum width of the harness straps shall be 3" (75mm), except for the crutch strap, which should be minimum 1 ½" and maximum 2". – (No homemade harnesses are allowed). This must be fitted to a low point separate from the seat mountings to a strong point on the floor with a minimum 8mm (5/16") diameter bolts. The crutch strap must be fitted rearward of the front edge of the seat. Shoulder pads are strongly recommended.

**20. Padding.**

Suitable padding shall be applied to any vulnerable places around the drivers' head area, and also should be placed around any sharp edges on the steering column, to prevent knee injury.

**21. Fire Extinguishers.**

A fire extinguisher is highly recommended. If fitted, this should be securely mounted (not taped) within easy reach of the driver. Specification of extinguisher is minimum 1Kg (2.2lbs) either dry powder or CO2 gas, fitted with sight gauge. Old type BCF (green) fire extinguishers are not allowed.

**It is a requirement that all transporters must carry a fully operational 5kg dry powder gauge fire extinguisher, and this must be adjacent to the car when refuelling is taking place.**

**22. Overalls.**

Drivers must wear Fire Retardant Overalls (MINIMUM PROBAN). These shall be in a clean and tidy condition. On wet meetings, waterproofs may be worn as over garments.

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**23. Helmets and Safety Equipment.**

Crash helmets must be of a minimum standard as directed by the British Oval Racing Safety Executive (B.O.R.S.E.) These are BS6658/85 Type A, BS6658/85 Type A/FR, FIA 8860-2004, Snell SA2000, Snell SA2005, SFI Foundation 31.1, SFI Foundation 31.2. Note:-you may no longer use the Snell SA95. The E2205 European standard may also be used. All helmets should be made of Fibreglass or Kevlar, **and be the correct size for the driver**, with NO thermoplastic or polycarbonate helmets allowed.

Fire Retardant neck supports and Fire Retardant balaclavas are both highly recommended , and Fire Retardant Gloves are MANDATORY. All Fire Retardant items used must be marked appropriately.

Protective goggles or visors MUST be worn at all times during racing and practice. Tinted visors ARE NOT ALLOWED.

**24. Do You Need any Further Assistance or Guidance?**

All queries connected with car construction or any other aspect of Super Banger Racing should be directed to either Dave Cope on 07815 574 123 (at any reasonable time) or Malcolm Haslam on 07976 326028 (at any reasonable time), both of whom will be happy to assist you. Malcolm may also be contacted by e-mail on [malcolmhaslam@buxtonraceway.com](mailto:malcolmhaslam@buxtonraceway.com)

Board of Control matters should be directed to Dave Cope, as above.

The Promoter can be contacted on 01663 741353 during business hours.