

ONCHAN RACEWAY

Stockcar Racing

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2021 BANGER REGULATIONS

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).

Four wheel drive cars can be used, but must be modified so only two wheels are driven.

For the 2015 season and in future years no cars longer than 4850mm as manufactured are allowed.

Longer cars cannot be cut or shortened in any way.

Longer cars and Berlingo sized vans can be used in Demolition Derby events. No large or Transit sized vans allowed.

ENGINES

Engine size is unlimited. **Turbos can be used.**

Superchargers or dry sump systems are not allowed. Engine swaps will be permitted from the start of the 2020 season, meaning any engine can be fitted into any car.

Engine mountings can be modified but must not form any additional strengthening or armouring of the car.

Steel plate up to a maximum of 8mm thickness can be used or alternatively 50 x 50 mm x 3mm thick box maximum is permitted.

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 TWO GOOD SILENCER BOXES (a catalytic convertor counts as one box)**. The pipe should not protrude past the body work.

GEARBOX / CLUTCH

May be changed, gear ratios may be changed. **The clutch must work correctly.**

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. If the radiator is moved from the engine compartment it must be fitted **SECURELY IN A SUBSTANTIAL FRAME** in the rear seat position (not in the rear window area). A tin or Aluminium shield must be fitted between the radiator and driver to prevent the driver from any danger of scalding if the system fails ie. Burst hose or radiator.

Water hoses must pass through the bulk head NOT UP AND OVER THE DASH, holes through the bulkhead must be filled with FIRE PROOF EXPANDING FOAM.

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 allowed, **if fitted they can only connect one strut top to the other, the strut brace must pass over the top of the engine and cannot be fixed to the bulkhead or any other part of the car.**

BRAKES

Must work effectively. Cars will be stopped on the hill entering the track, if your car cannot stop you will not be allowed to race.

WHEELS

Maximum width 8 inch. No wider permitted. Wheel centres cannot be modified hole centres must remain standard. ALL WHEELS MUST HAVE A MINIMUM OF 4 STUDS OR NUTS.

TYRES

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

Tyres must have the E type approval, any tyres with identification marks removed will not be 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. **Ratchet straps, rope or cable ties are not suitable and cars will fail scrutineering.**

All wiring must be fully insulated. No Bare Wires.

A battery isolator switch, switching the POSITIVE side of the circuit MUST BE FITTED on the passenger side of the H frame / rollcage close to the B pillar, easily accessible for marshals to turn off.

All electrical circuits must be isolated by the Battery Isolator.

Driver's must demonstrate during scrutineering that by turning off the isolator the engine stops and kills all circuits.

HOT WIRING IS NOT PERMITTED. Car horns must be disconnected or removed.

Alternators can be removed.

An electric fuel pump may be used but must be isolated by the ignition and battery isolator.

Rev counters and other instruments may be used.

Starter motors must be fitted and in working order.

Heavy duty / sports coils may be used.

Electrical wiring and fuel pipes must not be run side by side and must take different routes through the bulk head.

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 OR fitted directly in front of the chassis rails this extra bar must not protrude past the outside edges of the original chassis rails.** Maximum size of this additional bar is 50mm x 50mm, hollow section 5mm thick. **A hole must be drilled in the box so that the metal thickness can be tested.**

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.

BUMPERS

Plastic bumpers and their fixing brackets fitted as standard must be removed whilst the car is being prepared.

Bumpers and trim must not be left inside or outside the stadium.

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. **All cars must be clean, no glass inside the doors, no loose nuts or bolts or other objects inside the car.**

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.

Alternatively :-

A maximum of 4 pieces of Rebar maximum diameter 12 mm and plates less than 150mm square can be used to secure the car bonnet. Two triangular gusset plates can be fitted in front of the windscreen aperture to locate the back corners of the bonnet maximum size of these plates 200mm.

Crush tubes can be used inside the engine compartment maximum size of these crush tubes is 50mm x 50mm box or 50mm dia tube, maximum thickness of either 5mm. Crush tubes must be either bolted or welded to the wing or chassis, and must not go through the chassis.

A hole square or round minimum size 50mm maximum size 150mm must be cut in the bonnet to enable a fire extinguisher to be used without the bonnet being opened.

Boot spoilers must also be removed.

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).

Alternatively the rear door on the driver's side and both doors on the passenger side can be fastened with steel strip plates maximum length 300mm maximum width 75mm these can be fixed with a maximum of 4 10mm bolts in each plate.

DOOR PLATE

A steel door plate covering the driver's door skin is compulsory. An additional door plate on the passenger side is OPTIONAL.

It must be a steel plate, minimum 10mm thick, maximum 19mm thick and between 254mm and 305mm deep, and be fitted (using a minimum of 6 x 10mm bolts and large repair washers) across the outside of the driver's door, extending AT LEAST 75mm PAST on to THE FRONT WING and at least 75mm PAST on to THE REAR DOOR OR WING, Channel or box section which could damage other cars is not permitted.

It is recommended that the door plate is bolted to the H Frame. **AT LEAST ONE BOLT HOLDING THE DOOR PLATE MUST GO THROUGH THE A PILLAR AND ANOTHER BOLT MUST GO THROUGH THE B PILLAR**

ROOF SUPPORT / ROLL CAGE

A H frame roof support is compulsory.

H frames must be at least 50mm x 50mm steel box section 3mm thick, or 50mm steel tube 3mm thick. They will consist of two vertical bars each with steel plate minimum size 100mm x 100mm x 5mm thick welded to all four ends. The vertical bars will be joined by at least one horizontal bar, minimum size 50mm x 50mm x 3mm thick, or 50 mm steel tube 3mm thick. They must be fitted behind and above the drivers head.

Securely bolted using four 10mm bolts and large repair washers at each end of each vertical bar. Excess thread must be cut off, The H frame must be suitably padded in such a way to provide a head restraint for the driver.

Adjustable H frames must be fitted with high tensile steel bolts.

CARE MUST BE TAKEN TO ENSURE THAT THE BOLTS PASS THROUGH BOTH PARTS OF THE UPRIGHTS (the outer and inner adjustable part of the H frame)

Alternatively :-

A substantial steel roll cage of at least 50mm x 50mm box section 3mm thick may be constructed inside the driver's compartment only, bolted or welded as described above for H frames to solid bodywork, it must not be fastened to strut tops.

PLEASE NOTE all doorplates and H frames need to be bolted in position using minimum size of 10 mm bolts (17mm Spanner size) fitted with LARGE REPAIR WASHERS so that the bolt heads will not pull through the thin body panel. Larger bolts can be used to suit English style H Frames.

DRIVERS SEAT

The driver's 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. The driver's seat must be tied to the H frame or B pillar, through the seat frame and not the head rest.

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, **to either the H frame or under the H frame.** **Ratchet straps, rope, cable ties etc are not suitable and cars will fail scrutineering.**

The tank must have a breather which will not allow fuel to leak if the car is upside down, **which will include a non-return valve.**

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 and wearing the safety harness. **The tap must be clearly marked to show ON / OFF position.**

All fuel tanks must have a metal top which is securely fastened, with both fuel outlet and breather from the top of the tank Breathers must terminate under the car, and securely fastened, so that they cannot be pulled back into the car.

FUEL PIPES TO AND FROM THE FUEL TANK MUST BE EITHER BRAZED, WELDED OR SUITABLE TANK FITTINGS USED.

GUNGE, CHEMICAL METAL, SILICON or such type products WILL NOT BE ALLOWED.

SAFETY HARNESS

A full 5 point harness incorporating a crutch strap must be fitted and be in good condition. The harness should feature two shoulder straps, lap straps, a crutch strap and quick release buckle. The harness must be of minimum 4 point fixing.

The harness must be fixed to the H frame, NOT to the seat mountings and with a minimum of 10mm bolts.

FIRE EXTINGUISHERS

All cars must carry a fire extinguisher – minimum size 1kg – and be of dial type (with a gauge)- dry powder or CO2, which should be mounted not taped, within easy reach of the driver.

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 :- FIA 8860 - 2010, FIA 8859 – 2015, Snell SA 2010, Snell SAH 2010, Snell SA2015, Snell EA2016, SFI Foundation 31.1A, SFI Foundation 32.2A, SFI Foundation 31.1, or ECE-R22.05 Fibreglass or Tri composite form only. **POLYCARBONATE HELMETS NOT ALLOWED.**

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. **Must be in good condition NO RIPS, TEARS OR HOLES.**

NECK COLLARS / HANS DEVICE

Neck collars or a Hans device 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 driver's door window area, avoid fixings that wrap around the screen pillars or on the outside of the car, that could be damaged if the car was to roll over. The window net 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 must 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 must start each race behind the red / silver 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 point's 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.

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.

Cars cannot leave the pit area for repairs. If a car goes out of the stadium, it stays out for the rest of the meeting, NO EXCEPTIONS.

NO TEAM RACING. Anyone deemed to be team racing will be disqualified and MAY FACE A RACING AND STADIUM BAN.

SOCIAL MEDIA

Abuse, threats or defamatory comments will not be tolerated by Onchan Raceway. The internet and social network sites are regularly monitored, if any such comments are made by a driver or team member the offending Driver / Team will be banned from racing and the stadium for a minimum of 3 meetings.

SAFETY

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

SCRUTINEERING

Every car will be scrutineered before being allowed to practice or race. It is the driver's responsibility to ensure that their car **and safety equipment** is scrutineered.

IF YOUR CAR DOES NOT MEET THESE REGULATIONS, YOU WILL NOT BE ALLOWED TO RACE. THERE WILL BE NO "I WILL FIX IT FOR NEXT WEEK"

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.

AIR BAGS

Air bags must be removed.

GRADING

Points will be scored 6 points for a win, down to 1 point for 6th place.

Grading will take place after every fourth meeting.

The entire roof of the car up to and including the tops of the doors must be painted either white, yellow, blue, red or silver depending on points scored. Driver's having the wrong roof colour will not score points until the fault is rectified.

Normal championship starting grid positions will be in graded order and reverse point scoring order. Ie Lowest points scorer before the start of the meeting in each grade starts all the races at that particular meeting from inside front row etc. **ie Grades within grades.**

SILVER with 2 orange flashing lights denotes previous season's point's champion.

THE RACE

All races will be run in a clockwise direction.

Driver's will line up on the track in their correct starting position / roof grade.

Drivers are not allowed to start out of grade or grid position. NO EXCUSES.

Roof grades are determined by championship points scored.

Starting positions within each grade is determined by championship points standings before the start of that particular meeting, ie lowest scoring Blue grade driver will start each race of that meeting, on the inside front row of the blue grade. Highest point scoring blue grade driver will start at the back of the blue grade starters.

The previous season's points champion will be graded as SILVER, and will start every race 5 car lengths behind the last Red graded car.

The points champion has the option of racing using the #1 and can fit a maximum of 2 orange flashing lights to the roof of his race car.

There will be a pre season scrutineering evening / test session, details of which will be published on our website and Facebook page.

If you have any questions regarding these rules, contact us to seek clarification.

Don't wait for the first meeting and then try and argue the point, you will loose and be disappointed when you are not allowed to race.

ENJOY YOUR RACING AND GO FOR IT !

Remember we all need to work the next day. Race hard but safely, respect other driver's and take notice of track staff, flag signals and lights whilst on track.

These rules supersede all others previously issued.

Date of issue 14th February 2021 .

Changes to 2020 rules are shown in Red.

Items shown in Blue are as 2020 rules but will be strictly checked..