

# PRI ROOKIE BANGERS

## 2012 Rules, Regulations & Specifications

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## 1. THE FORMULA

This formula is designed to encourage new drivers, to enjoy the atmosphere & thrills of driving on an oval, without the substantial financial investment. It also gives the opportunity to race to those drivers who cannot give the commitment necessary to compete at the very high level of all our other Formulas. The Formula should appeal to all drivers: from complete novice, who may be concerned about contact (they can display a black & white cross on the back of their car until they are confident to race without it), & the more experienced driver, who can use **light contact** allowed after 3 laps have been completed, to make his/her way through the traffic to the finishing flag.

The object of the racing is to complete the specified number of laps in the shortest time without contact with the other cars on the track for the first 3 laps. You may push a car from behind, or spin a car to the inside of the circuit. If at any time the racing is felt to be "processional or roddy" the Starting Marshall will wave a blue flag & then drivers must not overtake another car without attempting to spin the car out. However, you must not deliberately follow another car into the safety fence (whether from the rear, front or side), as this will be deemed forcible fencing & carry penalties or a ban which could be for life. Racing is in a clockwise direction on a clearly defined circuit with a separate infield. Any wheels passing over the demarcation lines or entering on to the grassed infield areas will mean that the driver will be penalised.

## 2. WHO CAN RACE

1. Licensed & Non-Licensed drivers are eligible to race providing you are over 16 years of age.
2. If you are a registered PRI driver it will cost you just £5 per meeting to race a Rookie Banger
3. You must pre-book your racing through the PRI Office. If you have not booked in advance & just turn up, you may be either charged a £20.00 booking fee.
4. If you are a Licensed Driver for a another Promotion it will cost you just £10 to race a Rookie Banger
5. At a meeting all Drivers must sign in at the Drivers Gate with their Log Book.
6. If you are not a Licensed Driver then the cost will be £20 to race a Rookie Banger. You must book in advance and be issued with a racing number for the day.

## 3. WHAT TO DO NEXT

1. Check through the fixture list for the Rookie Rod fixtures and select a meeting or meetings.
2. Contact the Office for a booking.
3. On arrival at the Stadium you must first sign In at the gate and pay any fees applicable.
4. You must then get the car Scrutineered.
7. Ensure you are familiar with the raceway flags and the rules of racing, as you are now ready to race and will come under all the Rules & Regulations, similar to all the other formulae.

## 4. ELIGIBLE CARS

1. Any right-hand 2 wheel drive saloon, hatchback or estate car with a steel body with an engine size not exceeding **1600cc**, with either carburetors, Single Point or Multi Point Injection. **NO MONDEOS, COUGARS or VECTRAS**

## 5. INITIAL PREPERATIONS

1. Remove all exterior mouldings, screen glass, lamps and handles.
2. Remove all interior trim, the dash & passenger seating.
3. Remove the fuel tank, spare wheel carrier & tow bar if fitted.
4. Remove all obsolete wiring and interior debris from the car.
5. Both steel & plastic front & rear bumpers must be removed.
6. Read & familiarise yourself with the Rules & Regulations for preparing the race car.

## 6. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their Mechanic's actions. Promoters have had complaints made about Registered Drivers & also Mechanics, consuming large amounts of alcohol at meetings, which could effect their judgement or be detrimental to their health, when medical attention has to be administered by Paramedics, St Johns or Hospital Staff.

Should an incident occur that proves fatal on the raceway and you are involved, it is likely that the Police will want interview you. **If you drive, don't drink!** Scrutineers and Officials will report to the Clerk of the Course, anybody they believe is under the influence of Drink or Drugs.

During 2008 Drivers whom it is thought are under the influence, may be breathalysed.

**Flags as used by the Starting Marshall & Trackside Safety Staff.**

Waved Green Flag – Go, the race has started.

Waved Red Flag – Stop racing, slow down and stop immediately.

Chequered Flag – The race winner has crossed the line, continue to race until the Red Flag is shown.

Held Yellow Flag – Beware, you are approaching a hazard on the track, continue to race with caution.

Waved Yellow – Slow down to 15mph, hold your position, **and do not** overtake any other cars.

A Blue Flag – The race has become processional, you may not pass another driver without attempting to spin them out.

Black cross on a White board – You have committed an infringement and may be penalised.

Waved Black Flag - You are disqualified, pull off the track immediately.

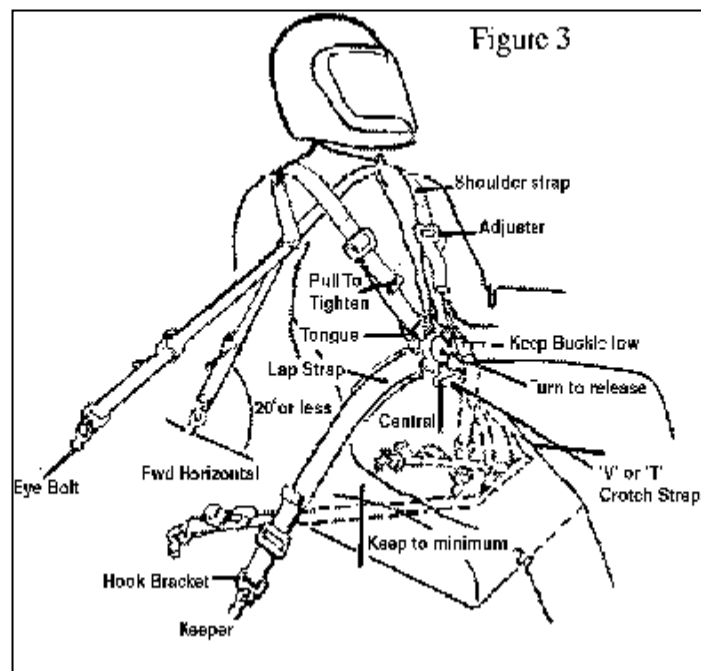
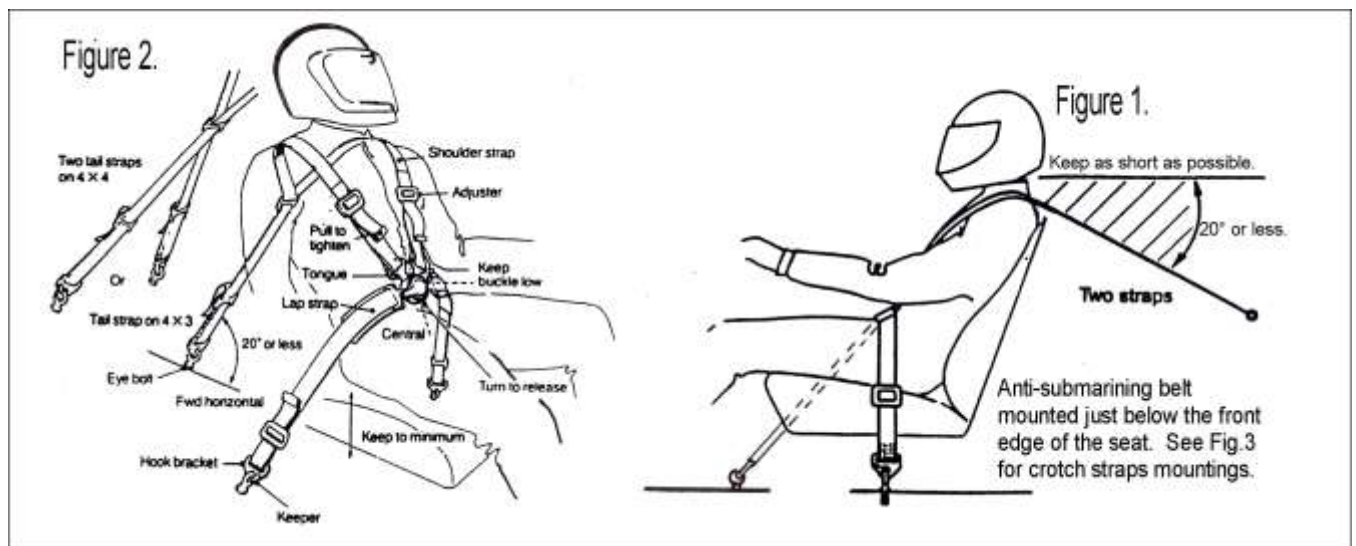
**Drivers are also reminded that they should line up on the grid with their engines switched off.**

**Inexperienced drivers on the back straight. Experienced drivers on the home straight.**

## **7. SAFETY EQUIPMENT**

- ***Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are BS6658-Type A/FR, FIA8860-2004, Snell SA2005, Snell SA2010, SFI Foundation 31.1A, SFI Foundation 31.2A. The E2205 European standard helmet may be used in Fibreglass, Carbon or Tri-Composite form only i.e. NO POLYCARBONATE helmets are allowed. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC10) sticker.***
- Neck braces are recommended.
- Fireproof balaclavas are **MANDATORY** and must be marked appropriately.
- Fire retardant gloves are **MANDATORY** and must be marked appropriately. Drivers must wear bright coloured racing overall type clothing of flame retardant Proban or a high specification material and this must be maintained in a clean and tidy condition in view of the public. N.B. If wet weather clothing is used this must be worn IN ADDITION TO and NOT INSTEAD OF the regulation flame retardant overall type of clothing described above.
- A quick release cloth window net must be fitted to the driver's door window aperture. The netting should have holes not larger than 7.5cm or 3" wide. It should come down level with the steering wheel, and should be flexible and easily removable separate to the movement of the door.
- A 1Kg Dry Powder Gauge Fire Extinguisher is highly recommended and if fitted, this should be in a tube with a spring top and should be within easy reach of the driver. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.
- A minimum of 3" (75mm) wide safety belts (1.75" (40mm) sub-strap) are mandatory. This must be a full five point buckle release harness (including NASCAR type) with sub-strap and must be fitted and bolted to the floor and/or the roll cage. Shoulder belts with a sternum protection latch are highly recommended. The sub-strap must be used at all times and all belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of Tubegrip elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. An extra bar is to be fitted to roll cage behind drivers seat approx 4" below shoulder height of driver. Your seat belts may be fixed to this bar. The bar is to be of roll cage material specification.

**Following recent research made by leading safety harness manufacturers, new information has been made available with regard to the best way to fit your safety harness, which will further ensure your safety. Please study the diagrams below to ensure your safety harness is fitted correctly.**



## 8. VIOLATIONS

1. When referring to the engine, gearbox, final drive, mechanical or construction Rules & 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 the Standard Parts in any way.*
2. It is the responsibility of the Driver to prove to the Promotion that the part is legal, by way of written proof of where the part originated. This must be undertaken within 7 days, otherwise the item in question will be deemed illegal, resulting in immediate suspension from racing & referral for disciplinary action. **Unless the rules say you can do it, you cannot do it!**
3. Presentation of a Vehicle for Scrutineering is a declaration by the entrant that the vehicle is eligible for that event.
4. Car engines & fuel will be checked on a random basis. Violations or refusal to allow an engine check will result in an immediate suspension of all racing facilities.
5. All Car and Engine Specifications will be taken from either the manufacturers Technical Specifications or the Technical Service Data books as published by Glass's Guide.
6. Should a discrepancy occur between the Specifications then the Promotion will exercise its judgement, and that decision will be final.
7. Clarification on any one item may be sought from the Promoter.
8. Each driver is permitted one car per meeting & each car is permitted one driver per meeting.

## 9. GENERAL RULES OF RACING

1. There is no contact allowed between any cars on the circuit for the first 3 laps. The Starting Marshall usually waves a green flag after the completion of the three laps to inform you that light contact can occur.
2. Drivers apprehensive about contact can display in the rear window aperture a black cross on a white back ground, size of the display plate is 305mm or 12" square, to signify to other drivers that they must not make contact with your car during racing.
3. The Clerk of the Course has at his discretion the right to remove the Black cross from you, when he thinks you are confident to race with the others.
4. You must line up in your grid positions with the engine switched off.
5. GRID POSITION 1. This is for the majority of drivers & new drivers, who line up in pairs on the Back Straight and then progressively line up from here, to form the grid. Black Cross drivers may start here.
6. GRID POSITION 2. This is for drivers who have some racing experience or race in other formulae. You must line up on the Home Straight next to the starters rostrum. Drivers misrepresenting themselves in terms of Grid positions i.e. lining up in Grid 1 instead of Grid 2 will incur penalties.
7. In race one & race two you will line up in your respective grids. In the final, the first 3 cars from each Grid & Heat will have to start at the back of their respective grids.

## 10. DEMOLITION - TYPE EVENTS

The following rules apply to any race where the nature of the event is to win by stopping the opposition. Demolition Derby Rules may only be used when the staging promoter declares (by way of a drivers briefing, letter, or notice on the programme) that these rules apply

1. Attacking from the opposite directions permitted, providing the attack is from the outside of the track i.e. the fence side.
2. You may wait for a car or attack any part of the car except for the driver's area. This area is defined as being from the centre of the OSF wheel to the centre of the OSR door.

## 11. ROLL BAR

1. A Steel "H frame" or Hoop, made out of box or tube with a minimum size of 50mm or 2" or a 100mm or 4" maximum size, must be constructed behind the driving seat as close to the "B posts" as possible, to support the roof area & for protection on any side impact. The "H frame" feet, top & bottom, must have plates attached to them so that the feet can be bolted, by a minimum of 2 bolts per foot, on to the floor and roof.
2. The "H frame" fixing bolts for the feet have a minimum diameter of 8mm.
3. The Roll Bar frame must have a minimum of 2 *straight cross bars*, one at shoulder height to support the seat and the second much lower towards the floor, to act as a side impact brace. The cross bars must have end plates attached to them with a maximum size of 127mm or 5" square. The end plates may be extendable, but they must be welded or bolted to the frame, with no other extensions going forward or backwards. However, it is permitted if the Roll Bar is positioned slightly behind the "B posts", to have forward facing extensions that bolt through the "B posts" & then on to the end plates of the "H frame".
4. It is recommended that whenever possible to bolt the end plate to the door plate.
5. Safety belts, fuel tank, battery & fire extinguisher may be fitted securely to the "H frame".
6. Any part of the cage coming in to contact with the driver must be padded.
7. Your life depends on this structure and Scrutineers will not pass them if they are not satisfied with its construction.

## 12. BODYWORK

1. The Drivers door is only part on the car that can be welded & it must be tack welded shut and a piece of box or tube can be welded to the lower window aperture. No other welding is permitted anywhere else on the car apart from the sun roof plate.
2. All the other doors *must* be fastened, you can use strips of metal, the strips must be no longer than 400mm or 153/4" in length, by 60mm or 21/2" in width. Max four bolts can be used to attach each strip and the minimum size of the bolts/studding is 8mm in diameter & the maximum is 12mm diameter. Seat belt webbing can be used instead of Metal strips or the doors can be fixed with 12mm bolts directly through the Panels.
3. The tops of the door frames may also be tied with seat belt webbing, but you can still fit the door strips. Do not weld these other doors.
4. A driver's door plate must be fitted & overlap the door pillars by a minimum of 3". *NB. No trench plates are permitted.*
5. The plate must be a minimum of 10mm or 3/8", to a maximum of 19mm or 3/4" in thickness.
6. Its depth must be no less then 254mm or 10" & no more then 305mm or 12".

7. The plate must be fixed by either four 19mm fixings or six 8mm fixings, through the door pillars with large washers on the inside. Door Strips with 4 bolts in each. "H Frame" Bumpers removed. All Glass removed. Door Strip. The Door plate must be fixed by either four 19mm bolts or studs, or six 13 mm bolts or studs, through both the door pillars. No slotted holes allowed Door plate must over-lap both door pillars by a minimum of 75mm or 3"

8. The door plate holes must not be slotted.

9. An additional piece of angle iron or box section, not exceeding 76mm or 3" in its width and of any gauge, may be welded horizontally along the length of the door plate. The ends of this horizontal section must have the ends tapered or cut at an angle so as to prevent getting tangled up in rubbing situations. Any bolt fixings must not protrude this section of metal, they must be flush.

#### **Front & Rear Bumpers**

All bumpers plastic or steel must be removed. No tow bars must be left on the car.

#### **Front Wings**

The lower part of the wing may be trimmed level to where with the top of where the bumper was.

#### **Bonnet Fixings**

1. The bonnet must remain in its original position but it may be un-bolted from its hinges. The bonnet in this case must then be secured with 4 fixings, one approximately in each corner. The fixings must consist of four plates 76mm or 3" square, with bolts or studding up to a maximum diameter of 12mm. Excess threads protruding through the nuts must be cut off. Wurlly or Spiral rods & plates are not allowed i.e. Banger bolts.

2. If the bonnet is hinged at the rear & remains on its hinges, then seat belt webbing can be used to secure the front of the bonnet as well as two fixing bolts as mentioned in one above.

3. Front hinged bonnets must use a two bolt rear fixing, one in each corner using the method mentioned in section one, i.e. the 3" plates and bolts to stop the rear edge of the bonnet intruding in through window aperture.

#### **Sun Roofs**

1. The glass must be removed and replaced with a piece of metal of a maximum thickness of 2mm, overlapping the aperture all the way round by 100mm or 4". The plate can be either welded or bolted in place. The fixing of this panel will have to meet scrutineering approval.

#### **Aerofoils, Wings & Spoilers**

1. No aerofoils / wings or spoilers are permitted unless they are fitted as standard.

#### **Grills**

1. These must be removed.

### **13. ENGINES**

1. The engine must remain as it was produced in its standard form.

2. The air filter may be removed or replaced.

3. The carburettor body & Venturi's must not be altered or modified from the standard design.

4. Single point & Multi point injection can be used.

### **14. GEARBOX**

1. The Transmission must be kept as produced for the model in its standard form.

2. You may not lock the differential.

### **15. WHEELS & TYRES.**

1. All four wheels must be of the same diameter.

2. All wheel fixings must be in place.

3. All wheel weights & hub caps must be removed

4. Any standard road wheel steel or alloy up to a width of 6".

5. No Weller rims unless it's an FSO.

6. Only conventional tyres with a maximum tread depth of 5mm. **Tyres must read <60 on durometer at any time.**

7. You are not allowed to do the following:

*Use racing tyres. 50/55 low profile tyres, Mud & Snow tyres, Alpine tyres, Nobbly or any type of competition tyre, Town & Country tyres, 7.3 Avon Turbo Speeds, Yokohama's, Colway Competition tyres, Tyre Gaiters, Tread cut tyres, Tyre with the markings erased.*

**NO SPORTWAY OR WEATHERSPEED TYRES ALLOWED**

### **16. EXHAUSTS**

1. An exhaust silencer must be fitted and reduce noise. It does not have to be the original manufacturers system.

2. No competition type systems are allowed.

3. Extra fittings are permitted.

4. Ineffective or systems that become insecure while racing will require you to pull off the circuit, as you will be excluded from the results & get a black flag.

## **17. COOLING SYSTEM**

1. Radiators are free & may be moved to any position in the engine bay.
2. Electric cooling fans may be wired through a separate switch.

## **18. BRAKES**

1. The *standard* manufacturers system must be used & work on all 4 wheels.
2. The handbrake must also be operational.

## **19. FUEL SYSTEM**

1. The tank must be metal & have a maximum capacity of 9 litres. *No converted fire extinguishers are allowed.*
2. The fuel tank may be fitted to the "H frame" or behind the driver in the passenger area.
3. Fuel caps must be of a metal screw type, no push fit types are allowed
4. The fuel outlet must be from the top of the tank.
5. The tank must have a positive means of fixing.
6. A breather pipe must be fitted which should incorporate a one – way valve, with the pipe terminating below the tank so as to prevent spillage if inverted.
7. All fuel lines must be of good quality rubber or be metal covered, no rigid metal piping is allowed.
8. Only roadside fuel can be used. No additives are allowed.
9. If an electric pump is fitted a cut off switch must be in close proximity of the driver.
10. Single & Multi point injection can be used but the electrical isolation switch (cut off switch) must be fitted in the N/S/R window area of the B post, for easy access of Safety Marshalls
11. If you use the Single & Multi-point injection system the fuel tank must have 3 pipes for flow and return to the engine plus the breather pipe.

## **20. BATTERIES & THE ELECTRICAL SYSTEM**

1. The Battery (only one battery is allowed & it must be similar in size to the original one that was fitted as standard) must be securely fixed & covered with a rot proof material, if it is not of the sealed cell type.
2. The Battery must be in a battery box.
3. The battery must be a minimum of 152mm or 6" away from the fuel tank.
4. No seatbelt straps must interfere or come into contact with the battery.
5. A battery master switch must be fitted in the rear left-hand window and clearly marked "ONOFF" or have an electrical danger decal. The cut–off switch must break the earth connection lead.
6. A self-starter motor must be fitted & working at all times.

## **21. MIRRORS**

1. The Interior mirror may be fitted.
2. Door or Exterior mirror may be used but it must not protrude beyond the extremities of the car.
3. Maximum mirror size is 152 x 100mm or 6"x4" and if glass, it must be covered in a clear plastic film to stop the glass fragmenting.

## **22. PAINTWORK**

1. The external appearance of the car must look bright & professional at all times; drivers of scruffy looking cars will be told to improve their appearance & may not be allowed to race.
2. There must be **NO** team colours, unless it is required by the Promoter for a particular team event.
3. Sign writing must be professional and be approved by the Promoter.

## **23. SUN VISOR**

1. A Sun visor 165mm or 6" in depth must be fitted with your name written upon it.

## **24. FIN PLATES**

1. Fin plates must be fitted above the roof line but they should not be larger than 305mm or 12" by 559mm or 22" wide.
2. Fin plate numbers must be 229mm or 9" high by 38mm or 1 1/2" in width, black numbers on a white background. Please ensure they are correct.

## **25. DOOR & BONNET NUMBERS**

1. The drivers racing number must appear on both sides of the car. The numbers should be 406mm or 16" high x 50mm or 2" wide, on a contrasting background, which must extend a minimum of 50mm or 2" beyond the numbers.
2. Your racing number must also be displayed on your bonnet facing the control box. The numbers should be 406mm or 16" high x 50mm or 2" wide, on a contrasting background.