



## BANGERS – ‘BACK TO BASICS’ 2020 Rules, Regulations & Specifications

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## 1. THE FORMULA

This formula is designed as the entry level fun Banger class ideal for those just starting out or those drivers who want to race with a limited budget.

The object of the racing is to complete the specified number of laps in the shortest time. You may push a car from behind or spin a car to the infield but there is no following-in (you must not be on the back or side of a car as it hits the fence). 'T-Bones' are also not permitted (Section 9).

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

This is a strictly limited contact formula aimed especially at novice drivers. All licence applications will be reviewed by the Promoter and it must be understood that applications may be refused if it is considered that the prospective driver is too experienced for this entry level formula.

**Day licenses are available at a cost of £30 per meeting – a temporary licence form must be completed in full.**

## 3. WHAT TO DO NEXT

- Check through the fixture list for the 'Back To Basic' Banger fixtures and select a meeting or meetings.
- Contact the Stockcar Office via 01252 322920 or email:- [bookin@spedeworth.co.uk](mailto:bookin@spedeworth.co.uk) to make your booking.
- When your booking has been processed you will be placed on to the booking system.
- On arrival at the Stadium you must first book in at the pit office and pay any fees applicable. By the act of signing-in to race, you are presenting your car as conforming to the rules.
- You must then get the car Safety Checked and obtain the Passed Safety check Sticker which has to be displayed in a prominent position on the car. The scrutineer will do a pre-meeting safety check, at any time during the meeting your car may be re-checked. If at this time your car fails scrutineer / safety checks the driver will be liable for punishment that could include a load-up or full ORCi ban.
- 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

- Cars must be u1800cc petrol or u2000cc non-turbo diesel. **No Ford Mondeo, No Honda Civics, No Ford Focus & its variants EG C MAX**
- **Unless otherwise stated beforehand.**

Unlimited 'Back To Basic' cars must be over 1800cc. No Ford Focus, rear-wheel driver Previa type vehicles or four-cylinder Ford Mondeo/Cougars are permitted. You may use Honda powered cars in Unlimited 'Back To Basic' meetings and turbo charged cars.

- At micro 'Back To Basic' meetings you can use a car from the National Bangers Micro list with the exception of the K11 Nissan Micra, Ford KA/Fiesta's. In all cases if in doubt please call 01252 322920 for confirmation.
- Wacky races meetings, any single wheel SUV/VAN or People Carrier upto a maximum ford transit size. All other build rules as per B2B if unsure please ring the office.
- **Vans 'Back To Basics' (See section 20).**

## 5. INITIAL PREPARATIONS

- Read & familiarise yourself with the Banger 'Back To Basic' Rules & Regulations for preparing the race car.
- Remove all exterior mouldings, screen glass, lamps, handles *and any spoilers*.
- Remove all *airbags and charges (if fitted)*, drivers side inner door handle & passenger seating.
- Remove the fuel tank, spare wheel carrier & tow bar if fitted.
- Remove rear spoiler even if factory fitted.
- **Removed all tailgate / boot gas struts.**
- **All rear bumpers must be removed, the original front bumper maybe left on, *but the outer plastic must be removed to just leave the 'under' bumper.* No changing of bumpers during the meeting. **NO New/Replacement bumpers on used cars.****
- It is compulsory to pad steering columns with foam if the original trim is removed.
- It is compulsory to pad the B pillar and roll cage.
- Cars must remain 'on the key' with the original ignition system.
- Petrol pumps must be able to be turned off either by the ignition key or a battery cut-off switch.
- Radiators must be left in the original position all times and replacement radiators must be in the same original place.
- Batteries may be left in the original position but if moved inside the car must be securely fastened and covered.
- Original fuel lines may be used but must enter the car either through or as near to the bulk head as possible.
- The lower edge of the front wings may be trimmed **or cut** but wings must not be folded or crimped.
- Bonnets can be tied down with seat belt only in a maximum of four separate places.
- Boots/hatchbacks maybe be tied shut with seat belt only in two separate fixings. You must remove tailgate gas struts.
- Passenger doors may be tied shut with seat belt in a maximum of two separate places which must not go through the roof or the floor. Any seat belt must be knotted and not fixed with tape or tex screws.
- No welding is permitted.
- **Seat belts can be fitted using chain, the chain must be at least 8mm thick & be solid links**
- Apart from items mentioned within these rules all other parts must remain standard as manufactured.

## 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.

Drivers who are thought to be 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. The pace car is entering the circuit to control the pace until the raceway is clear to race.
- 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 in the results.
- Waved Black Flag - You are disqualified, pull off the track immediately.
- White Flag with a Red Cross – Technical Disqualification, leave the track immediately

**Drivers are also reminded that they should line up on the grid with their engines switched off in the correct points order, unless told otherwise.**

## **7. SAFETY EQUIPMENT**

### **7.1 CRASH HELMET**

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are FIA8860-2004, FIA8860-2010, Snell SA2005, Snell SA2010, Snell SA2015, 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 (ORC15) sticker.

### **7.2 RACING OVERALLS/GLOVES**

You must wear Fire retardant, clean and un-torn. Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. It is mandatory to wear fire retardant gloves also clearly marked fireproof.

**7.3 A NECK BRACE** can be used but not compulsory, so to is a spine support. A forward head restraint can be used but must be to either FIA or SF1 standard.

~~**7.4 BALACLAVA** It is Mandatory to wear fire retardant Balaclavas clearly marked fireproof.~~

~~**7.5 WET WEATHER CLOTHING** is also recommended and must be worn in addition to, and not instead of the racing overalls.~~

### **7.6 1kg FIRE EXTINGUISHER**

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.

### **7.7 DRIVERS SEAT WITH HEAD RESTRAINT**

You must have a Driving Seat with a head restrain. The seat should occupy its original position where possible.

### **7.8 SAFETY HARNESS**

The lap belt/straps and crotch straps should not pass over the sides of the seat, but through it, in order to wrap and hold the pelvic region over the greatest possible surface.

~~A minimum of a four-point buckle fixing must be used with a minimum of 3 floor fixings. A secure part of the floor or cage (including the seat bar), are recommended anchor points. All seatbelt connection points must be visible and no belts pass through any firewall.~~

~~The safety of your seat will be judged by the Scrutineer's and you will only be permitted to race when they are satisfied that you will be as safe as possible in any event.~~

## 8. VIOLATIONS

- 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.*
- 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!
- Presentation of a Vehicle for Safety Check / Scrutineering is a declaration by the entrant that the vehicle is eligible for that event.
- 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.
- 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.
- Should a discrepancy occur between the Specifications then the Promotion will exercise its judgement, and that decision will be final.
- Clarification on any one item may be sought from the Promoter.
- Each driver is permitted one car per meeting & each car is permitted one driver per meeting.

## 9. GENERAL RULES OF RACING

- You must line up in your grid positions with the engine switched off.
- Grid positions will be allocated on a first come first served basis on track. Race winners will start at the back of the grid for the rest of the meeting. If it is a points series meeting then the top 3 of the points series will start from the back of the grid.
- The definition of a 'T-Bone' is when contact is made with the side of a car between the front and rear wheels. T-boning cars which are against or close to the barrier with excessive force is not allowed. It is also not permitted to t-bone a car which is close enough to the barrier to mean that significant impact with the barrier is inevitable after the hit. Even where cars are not against or near the barrier, the Steward may still consider a hard t-bone anywhere on the circuit to be excessive and may take the appropriate action to discipline the driver.

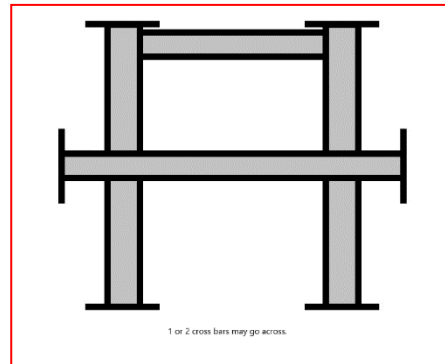
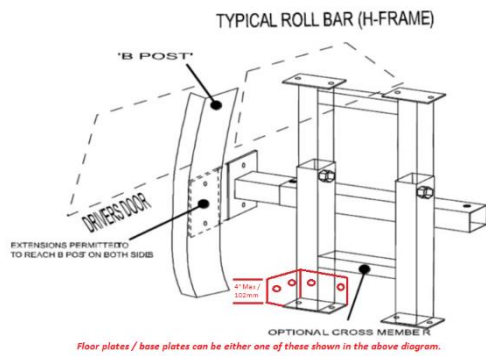
## 10. DEMOLITION - TYPE EVENTS

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

- Attacking from the opposite direction is permitted, but no full length of the straight hits are permitted. No heavy t-bones are permitted.
- 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.
- Racing in the DD is optional, but if you do enter the DD the idea is to wreck your car by hitting the others.

## 11. ROLL BAR

- Roll cages may be adjustable (height and width), however the use of screw adjusters i.e. acrow style are not permitted.
- The roll cage must be fitted upright or dog-legged, but not leaning back or forward.
- **It is compulsory to pad roll cages, including the B pillar and steering columns must also be padded with foam.**



These two diagrams are a guideline to how the frame should be constructed but gusseting or triangulation is accepted.

- The hoop must be one piece or two uprights and one top bar of a welded construction. This top bar should be as shown at the top of the uprights.
- A second cross bar is compulsory, a third is optional; these must be welded or bolted to the uprights.
- THE ROLL BAR MUST NOT HAVE ANY REAR SUPPORTS but may have extensions no further forward than the B post (see diagram below). If used, it is recommended that this is bolted through the B post.
- The minimum size for roll bar is 2"(50mm), maximum size 4"(100mm), minimum thickness 3mm. This MUST be box or tube.
- Crossbars must have a 5" (125mm) square end plate fitted.
- Each upright must have a minimum of two bolts on each side to the floor and two each side at the top. The maximum size of the base plate is 15" (385mm) x 11" (280mm) These may go up the side of the sill or the rear panel straight up and a maximum of 4" (102mm) high and the same length and width as the base plate/floor plate of the cage, a maximum of 2 bolts through the side.
- You must tie the seat at shoulder level to the roll cage or B pillar, through the seat frame not headrest, you may fit the 2<sup>nd</sup> cross bar in support of the seat just below the window aperture or weld a frame on the cage to support the seat at the top.

## 12. BODYWORK

- A driver's door plate must be fitted & overlap the door pillars by a minimum of 3".
- *NB. No trench plates are permitted.*
- The plate must be a minimum of 10mm or 3/8", to a maximum of 19mm or 3/4" in thickness.
- Its depth must be no less than 254mm or 10" & no more than 305mm or 12".
- **The plate must have a minimum of five (M12) 19mm fixings. It must be through the 'B' Pillar, also the 'A' Pillar where possible with large washers each side.**
- The door plate holes must not be slotted.
- A steel plate fitted to the driver's floor-pan is allowed. It must be no thicker than 6mm, and must be bolted in. This may be modified to rise to the maximum height of the sill of the door side only.
- **Front wings maybe cut or trimmed but must not be crimped or folded.**

### Sun Roofs

- The glass must be removed and replaced with a piece of metal of a of 2mm, overlapping the aperture all the way round by 100mm or 4". **The sun roof plate must not cover the top roll cage bolts. It must be securely fixed and can be welded. The fixing of this panel will have to meet the scrutineers approval.**

## 13. WHEELS & TYRES

- Any standard manufactured road wheel may be used in any combination of sizes but this must not be used to gain an advantage.
- No tyre gators are permitted.
- Only conventional road tyres are allowed with the exception of any Weatherspeeds, Rainsport 3, or rain expert 3.
- A scrutineer has the option to ask the driver to remove any tyre they deem not within the spirit of the class.

## 14. EXHAUSTS

- The original down pipes must be used including catalytic converter (if fitted) but silencers maybe changed but no cherry bomb type are permitted. Any car that seems to be too noisy will not be permitted to race. This is at the scrutineer and Steward Of The Meetings discretion.
- No competition type systems are allowed.
- Extra fittings are permitted.
- 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.

## 15. BRAKES

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

## 16. FUEL SYSTEM

- The fuel tank must be made of steel or housed in a steel box & have a maximum capacity of 9 litres. No converted fire extinguishers are allowed.
- The fuel tank may be fitted to the "H frame" or behind the driver in the passenger area.
- Fuel caps must be of a metal screw type, no push fit types are allowed
- The fuel outlet must be from the top of the tank.
- A breather pipe must be fitted which must incorporate a one – way valve. **The pipe must terminate through the floor as to prevent spillage if inverted.**
- All fuel lines must be of good quality rubber or be metal covered, no rigid metal piping is allowed.
- Only roadside fuel can be used Petrol or Diesel. No additives are allowed.
- Multi point injection can be used with a return back to the tank or a t-piece fitted in the fuel line between the fuel tank and the fuel pump.

## 17. PAINTWORK

- 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.
- Sign writing must be approved by the Promoter.

## 18. SUN VISOR

- A Sun visor 165mm or 6" in depth may be fitted with your name upon it only on the front windscreen aperture.

## 19. FIN PLATES

- Fin plates must be fitted above the roof line but they should not be larger than 305mm or 12" by 559mm or 22" wide.
- Fin plate numbers must be 229mm or 9" high by 38mm or 1½" in width, plain black numbers on a plain white background only. Please ensure they are correct. *No Holographic numbers or backgrounds.*

## 20. VAN SPECIFICATIONS

- ***Upto 3.5tonne transit size, single wheel axle only. Diesel or petrol only.***
- ***H-Frame or one acro behind the drivers seat in larger vans.***
- ***No engine swaps permitted.***
- ***No solid engine mountings.***
- ***No tyre gators.***
- ***Radiators must remain in the original position.***
- ***All rear bumpers and tail lifts must be removed.***
- ***Original front bumpers can be left in position.***
- ***No adding of bumpers is permitted.***

- ***All other 'Back To Basic' Banger rules apply unless specified for a special event via the promotion.***

## **21. SPECIFICATION AND RULE CHANGES**

The Promotion may at any time make amendments to the Specifications for the following reasons:

- In the interests of Safety
- Reduce costs for the driver
- In areas that are detrimental to the future of the formula
- If an unnecessary advantage has been deemed.
- ***A Scrutineer has the power to remove any item he/she may think is not within the spirit of the rules at the end of the meeting.***

Current registered drivers will be notified automatically of any changes.



## 22. SAFETY EQUIPMENT



# **2020** Safety Equipment Specification Regulations **v2020.01 (Published)** Issued: **6<sup>th</sup> February 2020**

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***Text highlighted in bold, red, italics, indicates a change from the previous version of this document.***

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### Definitions used in these Regulations

FHR	Frontal Head Restraint (including HANS, Hutchens, Defender and similar type devices)
BORSE	British Oval Racing Safety Executive
Junior Drivers	Drivers aged 15 and under

### General Notes

- It is the competitor's responsibility to ensure that they and their team comply with all Safety Equipment Specification Regulations **at all times** (including scrutineering, practise, and racing).
- Any necessary changes to the Safety Equipment Specification Regulations during the course of a season will be notified to competitors through the official ORCi / WatchItRaceIt website (orci.co.uk / watchitraceit.co.uk), and individual formulas' own approved communication channels. Change advisories received from any other source should be checked against these official sources for authenticity and accuracy.
- Proposals for any change(s) to the Safety Equipment Specification Regulations **MUST** be submitted in writing to the ORCi through one of the following channels:
  - Mail: **ORCi Secretary, PO Box 530, Hoddesdon, EN11 1RR**
  - Web: Use the online contact form at <http://orci.co.uk>
  - Email: [safety.rules@orci.co.uk](mailto:safety.rules@orci.co.uk)
- Proposed changes will be considered by BORSE and an official response duly made as appropriate.
- Competitors must **NOT** use unapproved items, or make modifications to existing items, that do not meet the current Safety Equipment Specifications Regulations, whether they believe they have a case for them or not. A process for approval exists and should be followed by all competitors.

## 900 General

**900.01** All Safety Equipment Specification Regulations apply to all competitors in all ORCi and ORCi affiliated formulas unless otherwise stated.

**900.02** All safety equipment must be worn/engaged at all times when on track during racing, practise or test sessions, and at ANY other time when moving at a speed greater than walking pace (4mph).

**900.03** Clothing that does not conform to the standards below may only be worn underneath the mandated safety equipment. For example, hooded tops must only be worn underneath a race-suit/overall, and the hood **MUST** be tucked inside.

## 901 Helmets and Goggles/Visors

### 901.01 Helmets

**901.01.01** A helmet conforming to at least one of the approved standards **MUST** be worn.

**901.01.02** Helmets **MUST** meet or exceed the **MINIMUM** standard as directed by BORSE.

The current approved standards permitted for all drivers are:

~~FIA 8860-2004 (This standard will NOT be permitted after 31<sup>st</sup> December 2019)~~

- FIA 8860-2010
- FIA 8859-2015
- **FIA 8860-2018**
- **FIA 8860-2018 ABP**

~~Snell SA2005 (This standard will NOT be permitted after 31<sup>st</sup> December 2019)~~

- Snell SA2010
- Snell SAH2010
- Snell SA2015
- Snell EA2016
- **Snell SA2020 (From 1<sup>st</sup> October 2020\*)**
- SFI Foundation 31.1A
- SFI Foundation 31.2A
- SFI Foundation 31.1
- ECE R22.05 (in Fibreglass, Carbon or Tri-Composite form ONLY)

**(\*Note: The SA2020 standard is currently scheduled by the Snell Memorial Foundation to take effect from 1<sup>st</sup> October 2020, and thus is not valid until that date.)**

The following approved standards are permitted for Junior drivers only in addition to those above:

- Snell CMR 2007
- Snell CMS 2007
- Snell CMR 2016
- Snell CMS 2016
- SFI 24.1

**901.01.03** The use of polycarbonate helmets is NOT permitted.

**901.01.04** The helmet **MUST** fit the competitor correctly, according to the manufacturer's sizing/fitting guidelines.

**901.01.05** All helmets **MUST** display **a new green** "ORC20 Approved" serial numbered helmet sticker, as per Illustration 01. Older **blue 2015, and** red 2010 stickers are NOT valid (Illustrations 02 **and** 03).



Illustration 01



Illustration 02



Illustration 03

**(Note: A programme of re-validation and issuing of the new green stickers will be undertaken by ORCi appointed officials during the 2020 season. This programme will take some time to implement, and therefore the blue ORC15 Approved sticker**

*will remain temporarily accepted until the programme has been completed. Helmets to the SA2005 and FIA 8860-2004 standards must NOT be used/presented, as per 901.01.02 above, as they are no longer permitted.)*

#### **901.02 Goggles/Visors**

- 901.02.01 Shatterproof goggles or a shatterproof visor MUST be worn with the helmet at all times.
- 901.02.02 The use of tinted visors is NOT advisable.

### **902 Clothing**

#### **902.01 Race-Suits/Overalls**

- 902.01.01 A flame resistant race-suit/overall MUST be worn.
- 902.01.02 Flame resistant race-suits/overalls MUST be manufactured from Proban, or material of a higher specification, e.g. Nomex.
- 902.01.03 Flame resistant race-suits/overalls MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.
- 902.01.04 Race-suits/overalls MUST be maintained in a clean and tidy condition.
- 902.01.05 Race-suits/overalls manufactured/certified to Karting standards, including, but not limited to, the CIK-FIA Level 1 or Level 2 standards, are NOT permitted as they do NOT provide the appropriate level of heat/flame protection.

#### **902.02 Gloves**

- 902.02.01 Flame resistant gloves MUST be worn.
- 902.02.02 Flame resistant gloves MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

#### **902.03 Balaclavas**

- 902.03.01 A flame resistant balaclava MUST be worn.
- 902.03.02 Flame resistant balaclavas MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

#### **902.04 Undergarments**

- 902.04.01 Flame resistant socks and undergarments provide a high degree of protection and are highly recommended to all competitors.

#### **902.05 Wet-Weather Protection**

- 902.05.01 Any wet-weather clothing must be worn in ADDITION to the required flame resistant race-suit/overall specified above.

### **903 Head/Neck Restraint**

#### **903.01 All Junior Formulas (Competitors Under The Age Of 16)**

- 903.01.01 An FHR or neck-brace MUST be worn.
- 903.01.02 If a neck-brace is used, it MUST be of the complete-circle type, i.e. it must form a complete circle around the competitor's neck with no gaps.
- 903.01.03 The use of "U" shaped, or "horseshoe" neck-braces is NOT permitted.

#### **903.02 ORCi Saloon Stock Cars, Lightning Rods And Stock Rods**

- 903.02.01 The use of an FHR or neck-brace is recommended.

#### **903.03 Other Formulas**

- 903.03.01 The use of an FHR or neck-brace MUST be in accordance with the regulations laid down by the governing body for each formula, e.g. BriSCA F1, NHRPA, Stoxkarts Ltd., Spedeworth, etc.
- 903.03.02 Where no specific FHR/neck-brace regulations exist for each formula, the use of an FHR or neck-brace is recommended.

### **904 Safety Harness**

#### **904.01 Usage**

- 904.01.01 A full safety harness MUST be used in accordance with the specifications below.

- 904.01.02 All mandated straps MUST be used at all times.

#### **904.02 Type And Design**

- 904.02.01 **ALL Formulas, EXCEPT Banger Type Formulas** - the harness MUST comprise of a MINIMUM of 2 shoulder straps, 2 lap straps, and an anti-submarine strap (also referred to as a sub-strap, or crotch-strap) in a MINIMUM 5-point design.

- 904.02.02 **Banger Type Formulas ONLY** - The use of a sub-strap in Banger type formulas is not recommended, and therefore in Banger type formulas the harness MUST comprise of a MINIMUM of 2 shoulder straps and 2 lap straps in a MINIMUM 4-point design.

- 904.02.03 Shoulder straps with a sternum protection latch are highly recommended.

- 904.02.04** The harness **MUST** incorporate a quick-release buckle (including rotary buckles, and NASCAR lever-latch type buckles), to which all straps **MUST** be connected.
- 904.02.05** Where a NASCAR lever-latch type buckle is used, it is advisable to fit a method of protection to prevent race-suit/overall sleeves from accidentally unhooking the buckle during racing. A small section of “Tubegrip” elasticated bandage, slid over the hooked buckle is sufficient for this purpose.
- 904.03 Harness Strap Width – ALL Adult Formulas (Competitors Aged 16 And Over)**
- 904.03.01 Shoulder and Lap/Pelvic Straps**  
**Applies to: ALL Harnesses (Unless Specified Below)** – The shoulder and lap/pelvic straps of ALL harnesses **MUST** measure at least a **MINIMUM** of 3in/75mm in width, unless explicitly stated below. This applies to, but is not limited to:
- ALL non-homologated harnesses
  - ALL harnesses with NASCAR lever-latch type buckles
  - ALL harnesses homologated to SFI standards
  - ALL harnesses homologated to FIA standards that do not meet the alternate FIA criteria below
- 904.03.02 Anti-Submarine Strap(s)**  
**Applies to: ALL Harnesses** – The anti-submarine strap **MUST** measure at least a **MINIMUM** of 1¼in /44mm in width on ALL harnesses.
- 904.03.03 Lap/Pelvic Straps Exception**  
**Applies to: Only FIA Approved Harnesses with Lap/Pelvic Straps less than 75mm/3in in width** – The use of narrower lap/pelvic straps is permitted on FIA approved harnesses **ONLY**. The harness **MUST** meet **ALL** the following criteria:
- The harness **MUST** be certified/homologated to the current FIA standards: 8853/98 or 8853-2016
  - The shoulder straps **MUST** measure at least a **MINIMUM** of 2.75in/70mm in width (unless used in conjunction with an FHR device – see below).
  - The lap/pelvic straps **MUST** measure at least a **MINIMUM** of 2in/50mm in width.
  - The FIA identification/homologation/date labels **MUST** be intact and visible to scrutineers on **ALL** sections of the harness.
  - The harness **MUST** be within its visibly stated validity period.
- 904.03.04 Shoulder Straps Exception**  
**Applies to: Only Harnesses Used with an FHR Device** – Where an FHR device is used by a competitor, it is permitted to use shoulder straps that narrow below the minimum specification (stated above) in order to ensure the correct fitment of the harness/FHR device combination.
- This exception applies to the shoulder straps **ONLY**.
  - Any such straps **MUST** be manufactured by a recognised industry supplier **AND** be specifically designed for use with an FHR device.
- 904.04 Harness Strap Width – ALL Junior Formulas (Competitors Under The Age Of 16)**
- 904.04.01** The shoulder and lap/pelvic straps **MUST** measure at least a **MINIMUM** of 2in/50mm in width.
- 904.04.02** The anti-submarine strap **MUST** measure at least a **MINIMUM** of 1¼in /44mm in width.
- 904.05 Installation**
- 904.05.01** The harness **MUST** be securely mounted to the floor, roll-cage, and/or chassis of the race car.
- 904.05.02** Harness manufacturers specify their own installation requirements depending on the design of their harnesses. Therefore, harnesses **MUST** be installed according to the manufacturer’s recommended best practice using only approved mounting components/methods.
- 904.05.03** All the major manufacturers have installation information on their websites, and competitors are advised to refer to this when fitting harnesses to their racecars. Useful websites include (addresses correct at time of publication):
- Manufacturer’s Websites**
- [www.willans.com](http://www.willans.com)
  - [www.schrothracing.com](http://www.schrothracing.com)
  - [www.trs-motorsport.com](http://www.trs-motorsport.com)
  - [www.racequip.com](http://www.racequip.com)

### **Safety Standards**

- [www.sfifoundation.com](http://www.sfifoundation.com)
- [www.fia.com/homologations](http://www.fia.com/homologations)

- 904.05.04** Key general guidelines from manufacturers for the installation of harnesses state that:
- Strap lengths should be kept as short as possible to avoid excessive stretching under impact.
  - Shoulder straps should be supported at or just below shoulder level.
  - Shoulder straps should be prevented from moving sideways, such that they may drop off a competitor's shoulders under severe impact/stretching.
- 904.05.05** It is recommended that any seat apertures, through which the straps pass, are lined to prevent chaffing of the straps.
- 904.06 Condition and Maintenance**
- 904.06.01** Special attention **MUST** be paid to the condition of straps and fixings once installed.
- 904.06.02** The harness **MUST** be maintained according to the manufacturer's recommended best practice, and where possible kept free of dirt, oil and grease that could degrade any materials.

### **905 Window Nets**

#### **905.01 Requirement**

- 905.01.01** A quick-release fabric window net **MUST** be fitted in the driver's side door window aperture of all saloon car formulas, with the exception of Banger type formulas.

#### **905.02 Specification/Installation**

- 905.02.01** The width of the netting holes must **NOT** exceed a **MAXIMUM** size of 3in/75mm wide.
- 905.02.02** The window net **MUST** be fitted such that it hangs down level with the steering wheel.
- 905.02.03** The window net **MUST** be flexible and easily removable, independent of any movement of the driver's-side door.

### **906 Fire Extinguishers**

#### **906.01 Requirements**

- 906.01.01** A fire extinguisher, meeting the specifications below, **MUST** be carried in the competitor's tow-vehicle/transporter at all times.
- 906.01.02** The fire extinguisher **MUST** be within easy reach of the competitor and team members at all times, especially when re-fuelling the racecar.

#### **906.02 Specification**

- 906.02.01** The fire extinguisher capacity **MUST** be at least a **MINIMUM** of 2Kg.
- 906.02.02** The fire extinguisher **MUST** be of a dry powder or gas type.
- 906.02.03** Old type BCF (green) fire extinguishers are **NOT** permitted.

**For further information contact :**

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**Hollybush Lane**

**Aldershot**

**GU11 2PX**

**Tel : 01252 322 920**

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**REVISED RULES FOR 2020 IN BOLD/ITALIC/RED PRINT  
ITEMS MARKED STRIKETHROUGH ARE NO LONGER ALLOWED**

**2020 'Back to Basics' Bangers Technical Specifications**

**Issue 2, Dated 2<sup>nd</sup> March 2020**

**These rules are to be enforced with immediate effect.**