

Back to Basics build regulations (B2B)

Cars must be u1800cc petrol or u2000cc non-turbo diesel. No Mondeo Or Cougar cars are permitted.

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 air bags 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.
- Both steel & plastic rear bumpers must be removed, the original front bumper maybe left on but no changing of bumpers during the meeting
- It is compulsory to pad steering columns with high density foam if the original trim is removed.
- It is compulsory to pad the B pillar and roll cage.
- Cars may 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 used and can be in any position under the bonnet
- 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 not be used, all fuel lines must run inside the car,
- The lower edge of the front wings may be trimmed 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 except for drivers door
- Dash - You may leave the dash in, if you wish
- You may Tube your tyres but you may not add flaps.
- Apart from items mentioned within these rules all other parts must remain standard as Manufactured.
- Cars must be fitted with a H Frame with fuel tank attached. If battery is moved to inside the car it should also be attached to the H Frame
- Door plates must be fitted as per national bangers guidelines.

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. 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.

GENERAL RULES OF RACING

B2B is nudge and spin only , head ons, follow ins and spinning into the wall are not permitted.

Full contact is permitted in the DD

- 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.

You may only spin cars , onto the infield only, putting other drivers into the wall will result in you being loaded up for the day