



DRAFT
AMP BANGER RACING
2017/18 Rules, Regulations &
Specifications

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1. WHAT IS BANGER RACING

Banger Racing is designed to encourage new drivers to Adelaide Motorsport Park (AMP), 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 Sections. This Section 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** 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. You may push a car from behind, or spin a car either way 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)***. If at any time the racing is felt to be "processional" the Starting Marshall will wave a blue flag & then drivers must not overtake another car without attempting to spin the car out.

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 section is especially designed to encourage new drivers to Adelaide Motorsport Park and to enjoy the atmosphere and excitement of driving without a large financial investment, or for drivers who feel they cannot give the commitment required to compete at a very high level in the other various sections available. 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 section.

Day licences are available at a cost of \$25 per meeting – a temporary licence form must be completed in full.

3. WHAT TO DO NEXT

1. Check through the AMP calendar list for the Banger Racing fixtures and select a meeting or meetings.
2. Contact the AMP Office for a nomination form which you must complete. Details about payment will be included.
3. On arrival at AMP you must first book in at the pit office and pay any outstanding fees applicable.
4. You must then get your car Scrutineered and obtain the Passed Scrutineering Sticker which has to be displayed in a prominent position on the car.
5. 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 sections.

4. ELIGIBLE CARS

- Open to Front Wheel Drive 4-cylinder vehicles ONLY eg: Hyundai Excel, Daewoo, Ford Laser, Mazda 323, Suzuki, Swift, Daihatsu Charade, Toyota Corolla – if you're not sure please seek clarification on cars.



5. CAR SPECIFICATIONS

- No relieving of guards or panels to allow greater wheel clearance
- Diff's are open
- Wheels and tyres are not restricted – All wheel weights must be removed.
- All mouldings, head lights, tail lights and badges must be removed (NOT BROKEN)
- All glass must be removed properly, **NOT BROKEN IN**. PLEASE NO GLASS fragments left in vehicle.
- All cars are to be cleaned out (no loose objects)
- All doors must be tied with Seat Belts or chained, and not lightened or cut out ie. Not altered in any way.
- Window mesh in front of driver's door optional
- Webbing strap or chain for the extreme front of bonnet is acceptable. No bolting, welding or strengthening of any bonnet, boot lid, mudguard, bumper bar or seam.
- No tow bars.
- Battery must be securely mounted, covered with RUBBER MATTING
- Radiators must be of original type and in original position.
- Fan blades may be removed.
- No additional heater tanks, radiators or top-up bottles.
- Fuel Tanks -If original tanks are used a maximum of 20 litres of fuel can be carried
- Fuel Tanks alternative -tank must be a steel "jerry can or outboard motor fuel tanks", which must be secured to the middle of the rear seat on the floor in a safety cradle. Original must be holed.
- Absolutely No plastic bottles permitted.
- The original fuel line must be used from the engine bay to the entrance of the fuel tank where an approved one (1) metre (maximum length) flexible fuel hose may be used. Professionally constructed – no plastic tanks.
- Located immediately behind the driver's seat one tube steel bar from pillar to pillar (centre pillars or rear doors OK) must be used. Round Tube or Square tubing must be at least 38mm x 3.0mm. A Vertical bar may be used behind the driver's seat from roof to floor with a plate or a rope from pillar to pillar to stop right hand seat collapsing.
- On the end of each bar plates of not less than 100mm x 100mm are to be welded on each end and bolted to pillars (not welded) by at least two (2) bolts each side through pillars or rear doors and plates. Bolts must be no less than 6mm thick and bolted from outside inwards.

- Approved seat belts must be fitted to the vehicle – Standard vehicle seatbelts are allowed or proper fitted Competition four-point harness are permitted and recommended.
- Belts must be in good condition -ie: no frayed edges.
- Car numbers must be in large lettering on both sides of the vehicle. Preferably, both passenger doors.
- The driver's door must be **painted red or White with a LARGE WHITE X (cross) or Number** to be a contender in event.
No X/Number = No start.
- All sign writing will be inspected. Anything deemed to be in bad taste by the officials must be removed.
- Any foam cushioning is acceptable and recommended
- All brakes must be in working order
- A black & white cross on the back of the car for novices is permitted. For complete novices, 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).

6. PERSONAL SAFETY

Drivers are advised that under Health & Safety, they are responsible for their own and their Mechanic's actions. The blood alcohol limit is 0.00 (Zero!)

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 will 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 worn and be bearing any of the following markings are approved for use: AS 1698, Australian Standard; Snell SA 90, M90, SA95, SA 2000, SA 2005, SA2010 and SA2015.

7.2 RACING OVERALLS/GLOVES

You must wear Fire retardant, clean, un-torn and brightly coloured Racing Overalls that are made of a fire retardant material and are clearly marked fireproof. Mechanics

are also required to wear clean overalls and will not be permitted on to the track without them being on, when instructed to do so. 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.*

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. You must line up in your grid positions with the engine switched off.
2. 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 4 of the points series will start from the back of the grid.
3. 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.
4. The AMP Rule may only be used on championship races. This is when a car has deliberately been taken out by breaking the rules of racing within the last 3 laps of the race e.g. a car coming off the infield to stop the leader / a car giving a 'head-on'. This does not include a lapped car taking out the leader providing the manoeuvre used is within the permitted rules of racing. If the Steward of the meeting decides that the AMP Rule has come into effect the result shall go back to when the offence occurred and the leader of the race at that point will become the winner. The AMP Rule only applies to the driver leading the race.

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. 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. Multi point injection can be used, but you may also remove the injection system and replace it with the previous carburettor set up or Diesel.
5. **Engine changes are not permitted – eg V-Tec in a Rover.**
6. ***The standard ECU that was manufactured with the engine must be used.***

12. GEARBOX

1. The Transmission must be kept as produced for the model in its standard form.
2. You may not lock the differential ***or any type of slipper or power lock differential cannot be used even if fitted as standard.***

13. EXHAUSTS

1. 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.
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.

14. 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.

15. BRAKES

1. The *standard* manufacturers system must be used & work on all 4 wheels.
2. The handbrake must also be operational.
- 3.

16. 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 below

the tank so as to prevent spillage if inverted. The pipe must terminate through the floor 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 Petrol or Diesel. No additives are allowed.
9. If an electric pump is fitted a cut off switch must be in close proximity of the driver.
10. 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 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. You may also remove the Single or Multi-point injection system and replace it with a conventional carburettor if it's available from the manufacturers range. If you have doubts about the legality of the change, please phone the AMP Office for confirmation.
12. With carburettor fuelled cars, a manual shut-off tap must be fitted within reach of the driver when strapped in the car, but with fuel injected cars, the fuel flow must be controlled by the pump cut off switch. Immersed fuel pumps are permitted.

17. BATTERIES & THE ELECTRICAL SYSTEM

1. The Battery must be securely fixed & covered with a rot proof material, if it is not of the sealed cell type.
2. ***If battery is mounted on the floor it must be secured in a box the maximum size is to be 18" x 12" or equivalent. If the battery is not mounted on the floor, please refer to Section 11 Point 5.***
3. The batteries 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 "ON- OFF" 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.

18. MIRRORS

1. The Interior mirror may be fitted.
2. Exterior mirror may be used but it must not protrude beyond the extreme of the vehicle.
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.

19. 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. A maximum of two cars may be painted in team colours or painted to look similar, unless it is required by the Promoter for a particular team event.
3. Sign writing must be professional and be approved by the Promoter.
- 4.

20. SUN VISOR

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

21. 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 1½" in width, plain black

numbers on a plain white background only. Please ensure they are correct. *No Holographic numbers or backgrounds.*

22. DOOR 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 high x 50mm wide, on a contrasting background.

23. 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.

Current registered drivers will be notified automatically of any changes.

**For further information
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