

## Fleet Bangers – 2014

This is a contact formula. Spinning primarily to the infield. More details on definitions of contact are given in supplementary rules and at driver's briefings on a race day. FMC reserves the right to refuse any car not constructed within the spirit of the formula. "You have been warned"  
(May 2014 – Any driver deemed to be pulling onto the infield to avoid being hit, will be disqualified)

**Cars.** Any four wheel saloon, coupe or estate is allowed. No pickups vans or kit cars. The engine cc must not exceed 2000cc, unless otherwise stated. The car must remain standard other than items mentioned within these rules.

**Engines.** Engines must remain standard for the type of car used. Original engine mounts may be Welded or Bolted or Solid steel mounts may be used. A complete metal fire wall must exist between the driver and engine compartment. ("Clutch/Crank Guards are permitted but only if such items are at the front of engine") if guards are seen to be excessive you may be told to change or remove them, they are not there for ironing up purposes. Some Engine changes may be permitted under certain circumstances.

Before making ANY changes, Please contact the FMC office. 0845 224 1742

**Fuel.** All original fuel tanks must be removed prior to racing and replaced with a metal tank of a maximum capacity of 2 gallons fitted inside the car.

All tanks must be fitted with an overflow pipe from top of tank and positioned through the floor and secured to prevent spillage in the event of a roll over. Before fitting, tank and fuel lines should be carefully checked for any possible leaks.

If fuel injections are used its advisable the driver fits a non leaking, operational cut off tap within reach. Fuel Pipes. Must be relocated INSIDE the car, if to be used with your tank. They may only stay on the outside of the car if they are disconnected and no longer in use.

**Radiators** or WATER TANKS ARE ALLOWED. These must be fitted at the back of the engine compartment and not in a place that may be deemed as ironing up. "L" shaped tanks are permitted but only 1 bolt can be attached to vehicle "Turret" 2 bolts to bulk head and NO attachment to chassis is permitted. Anti-freeze must be drained from the car before scrutineering.

**Batteries.** These may be moved inside car but must be covered with a rot proof material / fireproof bag or box at all times. If the top up caps are not secure these can leak in case of rollovers. All batteries must be firmly secured at all times. Alkaline batteries are NOT allowed. Alkaline acid continues to burn even after it's washed off, and sunlight can react it to burn again long after. You have been warned!

**Sunroof & Windows.** All glass must be removed and a sunroof should be covered with a single metal sheet and secured in at least 6 different places. A steel sunroof should have a plate bolted across it to stop it coming off. No more than ONE inch protrusion through Roof and / or bonnet bolts. Glass/Windows Must be removed. Wear gloves whilst removing windows. Use a chisel or Stanley to remove bonded windows. DO NOT just smash out windows and tape up the jagged edges.

**Wheels & Tyres.** NO tyre gators allowed. Tyre Gaiters Must be removed. No exceptions  
Wheel Weights Must be removed. No exceptions

**Number.** The fin plate must be of visible colours. (white on black or black on white) Numbers should be a minimum size of 12inch.

**Bodywork.** No additional / National type welding of wings or doors. If you think your car needs to be welded, you should leave it at home. Wings may be trimmed below the bumper line, but must not be folded or have additional bolts. (Excessively previously raced damaged cars will be excluded from racing). Bonnet must be securely fastened down with either: A Maximum 4 x 4 inch plate (washer) and spinner bar. If spinner bar is used this must be taped or drilled and R clipped into

place to stop them from spinning free. You may also add a maximum of 2 corner plates. These must be welded to the wing and bulk head (At the rear of the bonnet only) using no thicker than 2ml Steel. For added protection with bonnet bolts or corner plates you could slice the bonnet at the rear and the bulk head and tie it using seat belt webbing. No more than ONE inch protrusion through Roof and / or bonnet bolts.

Front chassis supports left to right - ONLY plate permitted but NO deeper from top to bottom than 4 inch and NO thicker than 4ml (any more will be considered as ironing up)

### **Bonnet Bolts**

Bonnet bolts should be positioned NO further forward than the "Turrets" (Scrutineer discretion)

**Drivers Doorplates.** A driver's door plate is Compulsory, and must be of minimum 7mm thick, secured in a minimum of 6 places with flush fitting bolts of minimum size 19mm headed bolt / m12 thread with at least 1 nut securely fastened to the end with minimal excess thread protruding, and be secured through the relevant pillars. (see below for ref to pillars) Bolts must be deemed flush / recessed within the door plate to avoid sheering them off when rubbing against others. Drivers could weld a large plate over the nut on the bar itself or a spinner bar, but must ensure minimum excess inside the car. Drivers Floor plates may be used but must be bolted sufficiently. Please don't hold plates on with 6 inches of thread inside the car, these will hurt!!! Door bar bolts must be fitted facing inwards. (Nut or welded nut on the outside) Be aware of the protruding thread / bar in the driver seat area. This must not exceed the inner door skin. No more than ONE inch protrusion through Roof and / or bonnet bolts.

If the dash is removed then Both A & B pillars MUST be bolted. If the dash is still in place then at least one bolt should be through the B pillar and door bar.

**Tow Bars.** All tow bars and fittings must be **removed** prior to racing. These Must be cut flush with the car. In the event that the car gets smaller throughout the day then you must continue to cut off the excess.

**Roll Cage.** The following must be used. 'H' frame, with a minimum 2 bolt fixing to the roof and a 4 bolt fixing to the floor to protect the driver in the event of a rollover. All bolts must have decent sized washers and be a minimum of 17mm head bolts. It is advised to tilt the frame backwards to minimise the risk. NO alloy washers to be used. Steel washers only. Minimum 2 inch square washers to be used on the minimum 2 top and minimum 4 bottom fixings of the H or A frame.

**Seats & Safety Harness.** All seats must be fitted with a head restraint. A minimum 3 point fixing harness of good condition must be used. All safety belts must be checked before fitting and all fixings points must have decent sized washers to stop them pulling through. Seats should be tied both sides using seat belt webbing and affixed to H frame and/or door pillars.

**Clothing & Helmets.** All drivers must wear overalls that are in good condition. It is Advisable you use Flame retardant Proban or higher specification material overalls. If wet weather clothing is used, this must be worn IN ADDITION to overalls and NOT instead of. Helmets must be a minimum type A. (EC2205 or P/JO 511) These MUST be in good condition with either a full face visor or goggles at all times on the circuit. Motor cross helmets are NOT SUITABLE irrelevant the type or EC number. It is advisory to wear gloves whilst competing. Neck braces and the use of flame-retardant balaclavas are highly recommended.

**Fire Extinguishers.** An operational fire extinguisher is optional, if fitted must be within easy reach of the harnessed driver. (Tape, rope or cable ties are NOT permitted) The minimum size is 1.0 kg and have contents of either dry powder or CO2 gas. All fire extinguishers must be maintained in top class working order at all times if fitted.

**SUPPLEMENTARY RULES** NO COMPETITOR UNDER THE AGE OF 18 (17 with parents consent) WILL BE ALLOWED TO RACE. Cars cannot be shared between two drivers at one meeting, (the only exception is a driver can use another driver's car for the DD with official

permission). ALL drivers have to sign an indemnity form for the day at race control. No following in. No attacking on the infield. No hitting of stationary cars. If full width of circuit is obstructed you can 'gently' push your way through. The Armco is there for spectator safety only, not a stopping point. No cutting across the centre. All drivers are to attend and/or listen to the drivers briefing. No Drivers will be permitted to start a race or DD without being signed on. YOU MUST HAVE RACED WITH US FOR AT LEAST 6 MEETINGS / BE AN ESTABLISHED BANGER DRIVER TO TAKE PART IN THE DD.

Permission must be specifically granted to make any modifications / variations before the meeting.

Cars can be re-scrutineered at any time during the meeting.

Bangers can be re scrutineered prior to the DD.

Rulebook, Helmets, Harness & overalls **MUST** be presented at scrutineering, your bonnet should remain removable for scrutineering.

You will be refused if you do not take these items with you.

Mini Metro's may use a distributor guard of a sensible size.

Only drivers who have signed on to race in any formula that day or registered BANGER drivers can take part in the DD. Do not put your helmet on prior to racing. Belt up, pull out onto the circuit and wait to be advised to fit it.

### **No No's**

- \*. NO Additional welding or national banger type welding.
- \*. NO Lowering suspension.
- \*. NO Plastic bumpers. (MUST BE REMOVED)
- \*. NO Front bonnet Bolts
- \*. NO full motion (momentum) head ons permitted in a DD or at any time
- \*. NO passenger side door plates on A or B pillars
- \*. No tyre gaiters to be used

Unless these rules state you can do it, you CANNOT DO IT.

**Drivers briefing.** MUST be attended. A tanoyed siren will indicate it is due to commence and you should make your way to the circuit immediately. Any driver noted for not attending the briefing will immediately receive a one race ban and forfeit his/her first heat.

Minimum requirements are the least required. If you choose to use more bolts on door plates and H or A Frames, that is ok to do so within the specified sizes. Maximum requirements are the MOST you are allowed.

For your information - Please note below, the wording on the indemnity form you sign, each time you race.

I agree to be bound by Fleet Motor Club rules. I also agree to save harm and keep indemnified Fleet Motor Club, its owners or lessees of any land used for this meeting and club officials, servants and representatives from and against all actions, claims and costs, expenses and demands in respect of death, injury or loss of or damage to persons or property of myself or mechanics as may be caused arising out of or in connection with my entry or my taking part in this meeting, notwithstanding that the same may have been contributed to or acquired by any negligence of said bodies their officials, representatives or agents. I have attended the Drivers briefing and have been made fully aware of the DANGERS to me as a result of my participation in this event.

### **Junior Bangers Age from 12 to 16 years**

**ONLY seat belt webbing can be used to tie down Bonnets, Boots and Doors. NO passenger door plates permitted and NO bolted doors, bonnets or boots. You are "Nudge and Spin"**

Nudge and spin means you are allowed to move the car in front to gain the position; you may push them wide or spin towards the infield.