

## National Banger 'Over Building'

As promised, here are some of the most common issues we are having with the National Bangers, resulting in cars having to be re-presented for scrutineering, and causing disagreements between drivers and scrutineers. We have tried to clarify where possible what is acceptable and unacceptable.

There is an ORC meeting of promoters and some scrutineers on 11<sup>th</sup> July where any potential rule changes may be discussed, so any issues should be reported to your promoter before then so it can be discussed at that meeting. The rules are as written, and the scrutineers are asked to enforce them as written. Until such time as they are changed then we ask drivers to assist us by complying.

Please note that this is the Spedeworth / Incarace stance on issues, other promoters' scrutineers may interpret things differently in some cases.

### **1. Engine cradles – these are getting bigger and bigger.**

The rule states that **the purpose is to hold the engine and not strengthen the car**. Every part of the cradle must be behind the front of the engine and not used for armouring. The cradle can be made from two pieces of angle iron, two pieces of plate and one tube or box connecting the two plates. The angle irons may only be a maximum of 8 inches long (200mm), and a maximum thickness of angle irons and plates to be 6mm.

Some drivers have said that the maximum of 8" long for the angle irons is not sufficient, or is not sufficient for some makes of car. As far as we are concerned, if the cradle is bolted through the original cross member bolt holes then it is acceptable in terms of length, so long as the other requirements above are adhered to.

For avoidance of doubt, added steel around the chassis rails or inner wings is not allowed, nor is the cradle permitted to be attached to the drivers floor plate.

### **2. Floor plates – these are growing bigger and bigger also.**

The rule states that it must be no thicker than 6mm, bolted and/or welded in. The plate can be modified to rise to the maximum height of the sill on the drivers side only. For avoidance of doubt, under the rules the floor plate should not rise up the bulkhead at all / incorporate the pedals, and should not rise up the gearbox tunnel at all. We are suggesting a rule change to allow floor plates to extend and be bolted to the B pillar provided all bolts are cut down to minimise chance of injury.

### **3. Gearbox tunnel strengthening**

As mentioned above, some floor plates are rising up the gearbox tunnel - this is not permitted whether bolted to the tunnel or not. Some drivers are also mounting large brackets with numerous bolts to incorporate ignition switch etc. Switches and wiring can of course be mounted to the gearbox tunnel but fixings must be kept to a minimum.

### **4. Passenger side doors**

The rule details size and specification of plates which can be put on the outside of the car. People have been using internal plates extending from the inside of the A pillar to the bulkhead, then bolted to the water tank. This is not permitted. We will allow internal plates of the same size as the corresponding one outside, but these must not connect to the water tank.

### **5. Repairs to metalwork**

Scrutineers generally accept what is deemed to be 'MOT welding' – this means using plate no thicker than the original metal on that part of the car (eg inner and outer wings / wheel arches / floor pans / bulkheads) where original metal is rusted away or race damaged. For avoidance of doubt these areas should not be seam welded, but done sensibly, eg weld an inch, leave an inch, weld an inch, leave an inch etc.

### **6. Spark start**

Bare wires to start cars are not permitted. In some cases ignition / starter switches are fitted but drivers still leave bare wires as a back up – we understand why drivers want to have this back up – if you choose to do this then the bare wires must be properly covered with rubber to stop any sparks / petrol.

### **7. Fuel tank overflow pipes**

These are commonly left laying freely inside the car. The pipe must terminate beneath the floor level of the car.

### **8. Fuel taps**

Cars are still arriving at scrutineering with no fuel tap fitted. This cannot be accepted.

### **9. Overalls / Gloves**

Many are presented with rips / tears or with holes. Overalls and gloves are required to be fire resistant for a reason, any rips or holes mean they are no longer fire resistant so will not pass scrutineering.

#### **10. Box section on drivers side rear door**

Box section is permitted at the top of the drivers door between the door skins, and in the rear drivers door no further back than level with the H-Frame – this level is the main cross sections of the H-frame, not any attachments to it for batteries etc.

#### **11. Window gussets**

Cars are being presented for scrutineering with window gussets – these are not permitted.

#### **12. Corner plate welding**

The corner plates should be a maximum of 20" across or down and welding **must not** reach the door in any way.

#### **13. Padding**

High density padding must be fitted to the steering column, the B-Pillar and the roll cage in areas the driver is likely to make contact with. High density foam means the type found in car seats etc, using items of clothing and other non high density items (eg towels / carpet) is not acceptable.

We would ask drivers to please keep to the above to greatly reduce the more common scrutineering issues we are having.

Thank you

Spedeworth Motorsports