



BANGER RODS RULES AND REGULATIONS 2026

AGE 16+

Please read these rules carefully, there have been a lot of changes and any new changes will be in red and any thing that is now not allowed will be crossed out like this

CAR CONSTRUCTION RULES AND REGULATION'S INTRODUCTION

This formula is designed to encourage new drivers to our circuit to enjoy the atmosphere and thrills of driving on an oval without substantial financial investment, or for those drivers who cannot give the commitment necessary to compete at the very high level of all our present formulae.

Banger Rods feature cheap cars in LIMITED CONTACT racing. The concept of the racing is to nudge or spin out the car in front rather than the intentional fencing of National Bangers. Cars seen to deliberately fence, steer other cars into parked cars, follow-in or other acts of intentional wrecking will be suspended from the meeting and face a further period of suspension at the discretion of Onchan Raceway. Any of the following driving infringements will result in a suspension or a complete ban from Banger Rods. We want the cars to race week in and week out without having to be repaired.

VIOLATIONS

When referring to the engine, gearbox, differential, mechanical or construction, rules and 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 in any way the standard Parts. Unless these rules state you can do it, you "CANNOT DO IT".

Cars, Engines and Fuel will be checked on a random basis. Violations will result in an immediate suspension of all racing facilities and any refusal will also result in an immediate suspension. All car and engine specifications will be taken from the Technical Service Data book for cars as published by Glass's Guide Service Limited. Technical queries can be addressed to Onchan Raceway ltd

Drivers are reminded that scrutineer checks can be carried out at any, if parts are suspected of being illegal make sure you leave them with the promotion, if you do not agree. If you refuse it will automatically make the part or parts illegal. It is the

responsibility of the driver to prove to the promotion that the part is legal via written proof of where the part originated. This must be done within seven days, otherwise the part(s) in question will be deemed to be illegal and will result in immediate suspension from racing and referral for disciplinary action.

1. CARS ELIGIBLE

Citroen AX Saxo C2 1360cc 8v

Ford Fiesta KA Puma 1.25 0r1388cc 16v

Honda Civic CRX Logo 1343cc 16v or 1386cc 16v

Nissan Micra Sunny 1275cc 16v or 1392cc 16v

Peugeot 106 205 206 1360cc 8v or 16v

Renault Clio 1390cc 8v or 16v

Suzuki Swift 1298cc 16v

Toyota Starlet FWD Yaris 1332cc 16v 1299cc 16v

Vauxhall Astra Corsa Tigra Nova Adam 1389cc 16v or 1389cc 8v

VW Polo Lupo 1390cc 8v or 16v

Cars must have standard injection fuel systems fitted in standard form other than modification to the fuel tank. **Anyone wishing to try another type of car should contact Onchan raceway for permission before they start any preparations.**

2. PREPARATION & PAINTWORK

Remove all exterior mouldings/headlamps/side lights, exterior mirrors, and bumpers. Remove all glass, interior trim, head linings, door linings, floor coverings, passenger seats.

Any car arriving at the stadium with glass either fitted or loose inside the car will not race. (NB. it is not satisfactory to tape over bonded windscreen rubbers, they

must be completely removed). Tow bars must be completely removed together with spare wheel carriers.

Grilles may be made from mesh wire if required but must be fixed to car using small bolts & washers or pop rivets only – no extra metalwork is permitted.

All cars must be neatly turned out and painted at the start of each meeting.

Any driver arriving at a meeting with a car which, in the opinion of the scrutineer, is in an un-race-worthy condition will be refused racing.

The driver's racing number must appear on the doors of the car. They should be preferably in large American style numbers on a contrasting background. The bigger the better.

A 'Sun Visor' made of metal and having a depth of at least 6" may be fitted to the top of the windscreen aperture.. All sign writing must have a professional appearance. Scrutineers will instruct drivers to change their numbers if lap scorers find it difficult to read them.

A ROOF FIN IS MANDATORY —BLACK ON WHITE. Each number on the Fin must be MINIMUM 9" HIGH x 1" WIDE. If your number cannot be read, you will NOT be lap scored. Any car that does not comply with this rule will not be permitted to race.

3. BODYWORK and BUMPERS

No welding for strength. Front & back doors (driver side only) may be seam welded for safety, but boots & hatches may only be tack welded. This is defined as a 2" weld with a 6" gap before the next weld. The passenger door can either be tack welded or strapped shut

All holes in the front bulkhead must be filled to provide a firewall between the engine and driver.

No panelling inside cars that is not easily removable for scrutineering. All areas must be able to be inspected. All doors and bonnets must be secured shut.

A hole must be cut in the bonnet, minimum size 4" - maximum size 6" (This is to aid Fire Extinguisher access).

DO NOT fill in head lamp or rear lamp apertures with anything other than 20-gauge aluminium with a maximum overlap of 2".

New for 2026 Bumpers

Front and rear plastic bumper covers must be removed. The metal bumpers underneath must remain on the front and removed on the rear.

The front metal bumper must be enhanced with a front face using 50 x 25mm box section with a 3mm wall thickness, it must not protrude more than to the middle of the front wheels, it will consist of a upright on the passenger corner at a maximum height of 30mm. 20mm above the bumper and 10mm below and angled back to the top and bottom of the bumper. A hoop 60mm maximum length must be added to the top of the bumper. These additions and to stop cars

hooking/ riding up and gashing holes in other cars, in addition to this the rear bumper must be removed, 6mm plate securely welded or bolted can be fitted to the rear to take the hits and help stop rear end crumpling, Maximum depth of 40mm and must not protrude past the inside edge of the rear wheels.

This modification will be monitored during the 2026 season.

Bonnets must have 6" or 10" corner plates welded or bolted to the scuttle panel / wing. Only two retaining bolts are permitted and can be a maximum of 1" dia. These are only permitted to pass through the slam panel or inner wing, or be bolted through, or welded to the chassis. Spacer / crush tubes are permitted up to 1 1/2 x 1 1/2 ". Washers of 4" x 4" x 1/4" are permitted. All bolts must be cut to 1 1/2 " max above the washer. Shuttering bolts are permitted but the spinners/nuts must be taped for racing. A plate of a max 8" x 6" may be welded to the bonnet to take the bolts.

Boots and hatch backs may be bolted down however this is not compulsory, a maximum of 4 x 1/2 " bolts will be all that is permitted to accomplish this. The maximum height of any bolt above the washer is 1 1/2 ". Boots are not permitted to be welded. No double skinning of panels – 2" overlap maximum permitted. No panelling inside of car i.e. doors, rear seat aperture etc. Cars that are deemed to have excessive welding repairs will fail scrutineering.

Wings must remain as standard & not be welded around the arch.

Bright colours for bodywork are recommended and a good overall appearance is mandatory. Cars may be sign written.

Mirrors may be fitted inside only. Scrutineers will fail cars that are not in a clean and tidy condition.

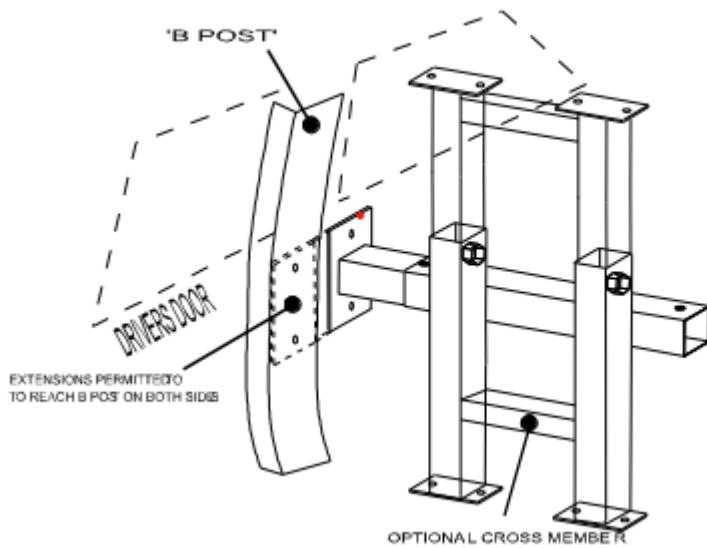
Door Plates

A steel door plate must be fitted outside the driver's side front door to overlap the A & B posts by a minimum 2" (50mm) and maximum 6" (152mm) This must be a minimum 3/8"(10mm) thick and 12" (305mm) deep. A maximum of eight bolts can be used to secure this plate, of which 1 must pass through the front pillar and 1 through the centre pillar or through an end plate that is welded to the roll bar. All bolts must be secured using washers made from flat bar to prevent bolts pulling through. All bolts must be trimmed to prevent injury. please ensure no bolts are pointing towards the driver and if they are cut flush with the nut.

4. ROLL CAGE • • You must fit as a minimum a single "hoop" roll bar in support of the door pillars, securely bolted to the roof and floor with a minimum size bolt of M10 and suitable washers. • The hoop must be one piece or two uprights on one top bar of a welded construction. • One cross bar is compulsory, a second is optional; these must be welded or bolted to the uprights and must support the

driver's seat to stop it twisting. • The minimum size for roll bar is 1 1/2" (40mm), maximum size 4" (100mm), minimum thickness 3mm. • Crossbars must have a 5" (125mm) square end plate fitted. • The roll bar cross bars must be straight, and no protrusion of cross bars must exist. • Each upright must have a maximum or two bolts on each side to the floor and one each side at the top. • No scaffold clamps allowed; all adjustable feet must be welded to the cage. • The seat must be supported and secured at shoulder level to the cage, you may fit the 2nd 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.

TYPICAL ROLL BAR (H-FRAME)



5. DRIVER'S SEAT

A seat complete with a secure head restraint must be fitted. Competition seats may be used. The seat must be securely mounted at shoulder height to the cross bar or to the rollover bar and bolted securely to floor. When the driver is securely belted in the car, i.e. ready for racing, there must be a minimum gap of 4" between the top of the driver's crash helmet and the roof of the car.

6. SEAT BELTS

Only belts comprising separate shoulder and lap straps will be permitted. All belts must connect to the quick release buckle. In the case of NASCAR lever latch buckles, it is advisable to fit a secondary means of detent to prevent overall sleeves accidentally unhooking buckles during racing. A small section of tube grip or elasticated bandage slid over the hooked buckle serves this purpose. Special attention must be paid to the condition of seat belts and fixings once fitted. An extra bar is to be fitted to the roll cage behind driver's seat, approximately 4" below shoulder height of driver, seat belts may be fixed to this

bar or allow the belts to lever over it. Information is available from your Onchan Raceway on the correct procedure to follow when fixing seat belts - remember, your life depends on them.

7. ENGINES

Note engine must have all internal components to match engine code i.e. Pistons/valves etc. No mix and match. Block face and cylinder head may be skinned Vauxhall engine can run the ecu or make the ford system fit. Fords can move the crank sensor up to 1" left or right of its original position. Vauxhall engine may use front crank pulleys within the Vauxhall range on engines, but they may not be altered in any way. i.e. 1400cc. Engine Identification marks must be clearly visible to scrutineers.

All parts to be as standard, No competition parts. Pistons to be as standard and must not protrude. Rocker cover breather can be modified. Head gasket standard replacement no Competition types

Tin sump may be fitted. Aftermarket parts permitted as long as to v/hall sizes and spec. no competition parts.

A standard electric fuel pump that can be used in any car. Air filter may be removed, no forced air intake will be allowed.

8. INLET MANIFOLD/ EXHAUST MANIFOLD

A Standard inlet manifold only can be used as must be for that model of car

AN exhaust system MUST BE IN PLACE and Silencers must always reduce the noise. Baffles must not be removed. Exhausts may terminate just in front of the rear axle 2" max no further forward. But must have a silencer in place in front of this point. No Performance exhausts. If a silencer or silencers break AWAY during racing, the driver will be excluded. Manifolds must be of the standard type originally fitted to cars in the maker's range. i.e. any ford manifold can be fitted to and car listed.

9. GEARBOX / AXLE

Gearbox must be of the type original fitted to the car. Ratios may NOT be altered within the manufacturer's range and the car must retain the same number of gears as original. Also, the external appearance of the gearbox must remain unchanged. Drive shafts must remain as standard.

NO WELDED DIFFERENTIALS OR LIMITED SLIP DIFFS ALLOWED.

4-wheel drives ARE NOT permitted.

10. RADIATORS Any radiator may be used but it must be fitted in original position. Brackets may be used to secure rad's but must originate from engine

block or engine mountings and must not be considered offensive. No extra cooling is permitted other than the radiator and header tank. Heater matrixes must be removed. Extra rubber hosing may be used to accommodate a different radiator to the standard fitment, hoses are free.

11. BATTERY AND ELECTRICAL

Batteries must be securely fitted too, or as close as possible too, the roll bar and covered with a leak proof material.). All wiring must be fully insulated, and an electrical cut-off switch must be fitted in easy reach of the passenger rear window. Electrical starters must be fitted and be in working order. Ignition barrels must be situated well away from driver's knee.

12. FUEL TANK

The original fuel tank must be removed. A maximum 2-gallon metal purpose made tank drawing fuel through a standpipe outlet at the top of the tank must be used. It must have a secure screw-on metal cap and be fitted with a breather pipe fixed with a non-return valve which will prevent spillage of fuel should the car be inverted. The tank must be fixed securely to the roll cage or in that area, clear of the battery. Multipoint injection systems must have a return to the petrol tank or filter. If using an electric fuel pump the cut-off switch must be positioned before the pump

13. FUEL SHUT OFF

A manual shut off tap must be fitted within easy reach of the driver. Fuel pipes must be metal, or metal covered or rubber that can take high pressure and securely clipped to prevent leakage.

14. BRAKES

must be working on all four wheels. The handbrake must be in working order.

15. WHEELS / TYRES / SUSPENSION

Any standard road wheel up to 7j may be used 15"OR 16"ONLY . Hub caps must be removed. All balance weights must be removed.

~~Gators are permitted to protect the tyres. Any tyre with buffed markings will not be accepted. Any tyre found to be contaminated with tyre softener of any description will render the driver to an immediate suspension from racing for 12 months. Note: The promotion reserves the right to review the regulation relating to wheels and tyres at any time.~~

**FOR THE 2026 SEASON THE ONLY TYRE THAT WILL BE ALLOWED IS THE HIFLY
185/55R15 HF201 82V OR THE 185/50R16 HF805 81V**

No competition tyres will be allowed this includes track day type tyres, if an internet search is done and any mention of track day use the tyre will be deemed to be illegal.

Suspension -NEW FOR 2026

All suspension must be standard with no cutting / welding or lowering of any kind, accident damage must be fixed with a tolerance of + or - 3 degrees of camber on any wheel. bumper height must be 46cm from the ground to the top edge. The bumper must be within + or - 50 mm.

ALL UNDERLINED HAS BEEN CHANGED FOR THE 2026 SEASON AND IS NOT ALLOWED. must remain standard except where stated and coil springs are free and may be any type but must fit the strut without modification to the original strut in any way. Rear coils may be cut and welded. Negative camber on the passenger side (N/S) front wheel can have up to a max of 10 deg. which may be achieved any way possible, i.e. by drilling or slotting at the top or bottom of the suspension unit the strut top may also be slotted or moved. Any metal added e.g. Washers welded onto bottom of the strut must follow original contour and must not be used to increase overall dimensions from original. It is permissible to strengthen the underside of with wish bone on the N/S front with plate NO thicker than 3mm. Cross members may be drilled or locating holes elongated to achieve this. Lead is permitted on the NSF wheel and can be achieved by extending anti-roll bars or compression struts and by re-drilling location holes to give a maximum of a 2" lead from standard. Offside must remain as manufactured in standard form. Scrutineer's decision is final.

16. DRIVERS – ONE CAR PER MEETING

Each driver is only permitted one car per formula per meeting and each car is only permitted one driver per meeting.

17. STEERING WHEEL

A quick release steering wheel is permitted but must not be removed to exit car during races.

18. SAFETY EQUIPMENT

Drivers are required to have a Race Receiver tuned to Channel 1 and in working order whilst on track. Please note that all the above rules are subject to change in respect of Health & Safety requirements.

It is advised to have a fire extinguisher with you , if not check where the nearest fire extinguisher is located.

Miscellaneous:

Safety is of primary importance in all motor racing. Please ensure that your car is well prepared with extra attention given to seat belts, possible fuel leakage, jagged edges on metalwork, clothing, crash helmet and when in the pit area, behave responsibly as other drivers depend on you! It is your responsibility to ensure that your car is built to the specification, not the scrutineers!

19. RACERECEIVERS WILL BE MANDATORY IN THE 2026 SEASON.

20. SCORING AND STARTING POSITIONS

Winner will receive 10 points; 2nd place 9 points etc down to 10th place.

We will be trying the Dutch system. On the 1st meeting starting position will be pulled out of a hat. Pole position will be on the inside and 2nd position on the outside and so on in each row, there will be 2 cars per row with a 5-car length between each row. On the rolling lap this gap must be maintained until the race is started, any driver deemed to have jumped the start will automatically be asked to go to the back of the grid into the next available row, The position from the penalised driver must be left empty. After the 1st race cars will start in the opposite position to where they finished. 1st place will be in last place etc. It's the driver's responsibility to get into their correct starting position. Any driver that's seems to have sandbagged the race to gain an advantage will start from the back of the grid. There will be numbers attached to the fence for the correct starting row

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Remember we want you to enjoy the racing and go home happy and uninjured.