

SKEGNESS RACEWAY - ROOKIE BANGERS 2025

If it does not say you can do it in the rules, then you cannot do it no matter how irrelevant you may think it is. If you are unsure, please ask or contact your scrutineer, Promoter or appointed official, don't just assume it's okay.

Any driver may buy another drivers engine (inc ECU) and gearbox less inlet, carb and exhaust manifold for £500 this can only be done by the driver getting the correct form from race control and paying when the form is complete. Payment goes via the promotion. If the driver refuses to sell it's a 12 month Full ORCi ban.

Interpretation of the rules:- it is impossible to write a rule book that covers every single aspect of the rules, it is the drivers responsibility to present a legal (to the current spec) car to race.

Cars, engine, gearbox, suspension checks can be carried out randomly at any time on any part of the car, by the Promoter or outsourced scrutineers/engine builders. Any violations or refusal will result in an immediate suspension of all racing facilities.

There will be an automatic minimum three month ban which will be issued for threatening behaviour, and a minimum 12 months which will be issued for physical violence offences, a second offence will have a harsher penalty. This applies to all driver's and team members in all formulae.

Rookie Bangers are intended to be a training ground for a new driver's although experienced drivers are very welcome to join in. Light contact and nudge and spin only is permitted drivers are allowed to spin cars towards the centre green, no deliberate fencing.

It is stressed that this is a limited contact formula and drivers who engage in deliberate wrecking tactics, deliberate following in, dangerous driving, hitting parked cars, will not be permitted to continue in Rookie Bangers. If you want to race in a full contact formula then the other banger formulas run by Skegness Raceway are for you.

Team Racing – Polite reminder that team racing is NOT allowed. Two cars onto one at the same time, may result in the steward penalising drivers, with the possibility of them being referred to the BOC

Before filling in any licence forms you MUST read this rule book and make sure you understand it. By signing the licence form, you agree to following and abiding to the rules stated within this rule book.

1 CARS

Any hatchback, saloon or estate car (no 7 seaters) under 1600cc or under 1800cc single cam 8 valve engines may be used. The following cars may not be used for Rookie Bangers: Mondeo, Cortina, Capri, Crunardos, Cougar, BMW Minis, Vectra, Insigna or Tigras.

Regarding Ford Focus no engine swap. Car must remain on injection system. No forwards facing manifolds and carburettors ie Ford Focus and puma etc.

Also No cars eligible for Micro bangers may be used in Rookie Bangers.

Corsa D may be used in Rookie Bangers

No Fords from the ST range, Vauxhall's from VXR range or left-hand drive cars are permitted.

2. THE RACING

All drivers must be 16 years or over.

Only LIGHT contact as necessary to pass another vehicle.

Drivers who have never raced before will be able to begin Rookie Bangers in the white grade.

Following infringements are not allowed and may result in a ban:-

Corner cutting to spin another car.

Deliberate following in of another vehicle into the fence

Dangerous driving

Crashing into parked / or empty cars

Spinning cars into the wall

3. PREPARATION

Remove all exterior mouldings, headlamps, rear lights, door handles, bumper over riders and exterior mirrors.

Steering wheels are free as are steering columns but column needs padding with high density foam especially if trim/cowling has been removed.

Remove all airbags and charges (if fitted)

Remove all glass, interior trim, head linings, floor coverings, passenger seats,

Remove all obsolete wiring.

Remove old fuel tanks.

Remove spare wheel carriers and tow bar.

Headlamps and rear lamp apertures cannot be filled in.

Dashboards must be removed.

All window mechanisms must be removed from the driver's door.

4. BODYWORK

The front wings may be trimmed below the front bumper level but no folding. One M8 nut and bolt may be used to secure bottom of wing.

All doors must be either bolted or chained. At least one bolt through pillars is recommended.

Boots/Tailgate may also be tied shut with seatbelt in two separate fixings. You must remove tailgate struts. Driver door may be welded.

A 1.5mm piece of tin may be fitted on the inner wing to cover any big hole where the water bottle has been removed, either bolted or welded.

No extra welded or bolted on pulling eyes of any type. You must remove screw in towing eyes.

NO ADDITIONAL WELDING IS ALLOWED.

5. DOOR PLATE COMPULSORY AND OTHER PLATES

A steel plate 10" to 15" deep $\frac{3}{8}$ " – $\frac{3}{4}$ " thick must be bolted over the driver's door. This must be fitted with a minimum of 3" and a maximum of 6" past the A & B pillars securely bolted with a minimum of four bolts, with a minimum size 4 x M16 of at least two of the bolts 24mm head. With suitable washers. There must be at least 1 bolt on each side of the A & B pillars. Only flat plate is allowed. No channel, angle or corrugated steel is allowed. You must not cut slots – holes only.

A steel plate (foot plate) has to be fitted to the driver's floor pan. It must be no thicker than 6mm, and must be bolted (minimum M12 bolts) and/or welded in. This may be modified to rise to the maximum height of the sill of the door side only.

A flat steel plate MUST be fitted to the roof with the following instructions picking up cage bolts and must come forward to the front of A pillar. Minimum size plate 3mm max 6mm thick and must have 2 bolts each side minimum and 3 across front. Minimum bolt size **M12**. Maximum size bolt **M16**.

6. ROLL CAGE

Must be one complete frame, NO scaffold poles / clamps.

The roll cage must be fitted upright not leaning back or forward.

Minimum size of steel is 50mm x 50mm Box, minimum of 3ml thick.

Make sure you have plenty of padding on roll cage particularly near your headline, including the B pillar.

6 fixings of **M16 bolts** (4 bottom and two top) with adequate **large spreader** washers.

Two uprights with cross bar welded. Uprights must have 4" plates welded to the base to stop pushing them through the floor.

At least one, maximum two, cross bars to reach to **the** doors or pillars and must have 4" plates welded to both ends to stop them punching through the doors. At least one of the cross bars must be at roof level.

The use of an adjustable roll frame is permitted to enable the same frame to be used in cars with different widths. If an adjustable frame is used, the moving parts must lie outside the two uprights and be securely bolted into place with a minimum of **M16** bolts.

All welding must be of a strong and adequate standard. (If we are not happy, you will not be allowed to race) Scrutineers decision.

7. DRIVER'S SEAT

A seat with a head restraint must be fitted. The seat must be securely mounted at shoulder height to the cross bar or to the rollover bar and bolted securely to floor, **using large spreader washers and plates.**

NO racing seats allowed.

If your seat and seatbelts are not mounted safely it is the scrutineers decision if you are allowed to race.

8. SEAT BELTS

A full shoulder type safety harness as approved by ORCi with lap strap must be fitted and bolted to the floor.

A minimum of a four point buckle fixing must be used with a minimum of 4 fixings **to a secure part of the roll cage, anchorage points should be fitted securely using eyelets, minimum of 8mm steel chain or bolts 3/8 minimum size, using thick large spreader washers.**

Special attention must be paid to the condition of seatbelts and fixings once fitted.

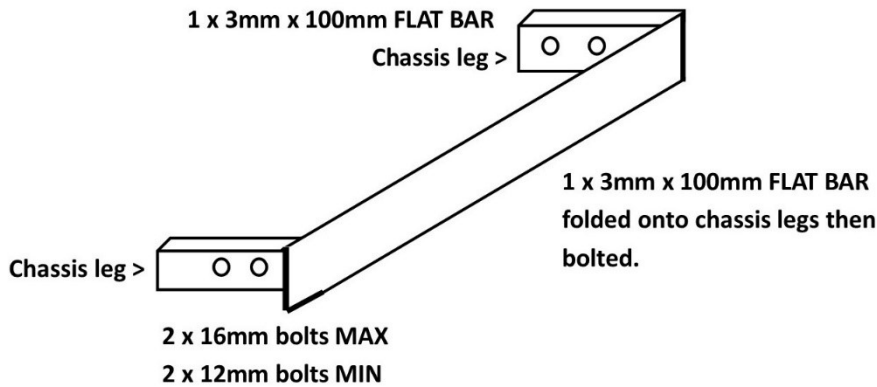
Single point buckle fixing harness are not allowed.

A suitable head restraint must be fitted to the roll cage or seat.

Also refer to the ORCi website for correct fitment, details can be found at rear of rule book.

9. FRONT & REAR BUMPERS

All rear bumpers must be removed, the original front bumper may be left on but the outer plastic has to be removed. You can add a bumper as per diagram over the page but cannot stick out past the front of the bonnet. Front bumper brackets must not extend more than 150mm up the chassis legs, chassis legs must also remain open. No additional welding anywhere on chassis, X member, bumper bar etc. It has to be bolt on only as per diagram on the next page.



10. BONNETS

Bonnets may be removable but must be bolted down using four bolts, max M16, 2 bolts in either side of the bonnet with a minimum of 18" between the front and rear. Corner plates may also be fitted. There may be occasions when certain cars can have no inner wings for the bolts to go through --- then a piece of box section may be welded to the chassis (40mm x 40mm 3mm thick steel) **must be no higher than the top of the chassis** for the bolt to pass through max length 50mm.

Bonnets must be removed when going to scrutineering.

The maximum exposed height above the surface for all bolts to be 1½" maximum.

No added metal to the bonnets is allowed. Bonnets must also remain in the original position to the car.

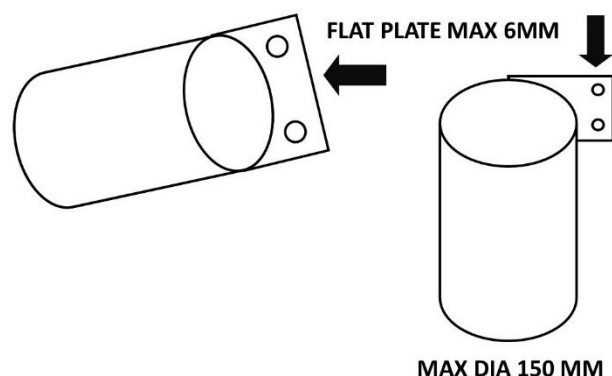
Shuttering bolts may only be used for bonnet bolts providing they only protrude past the top of the wing nut by 1½" and are taped up to ensure they do not come loose. These are not recommended. No fixing of webs to bonnet.

Crush tubes may be used but must fall out when unbolted (not welded in), no sleeving to crush tubes.

11. ENGINES

Air filter may be removed.

An oil filter guard is mandatory. May be as per the diagram below. Cam guard can now be used but can only be bolted to the engine.



Everything must remain as manufactured to the car and standard, **apart from what is listed in this rule book reference inlet manifold, exhaust etc. This includes the distributor and ignition system and the ECU, as these may be checked and removed and sent away by the Promotion at any time.**

The single cam 1800 Vauxhall may be used.

No distributor guards.

One solid engine mounting is allowed, but in original position, but no bigger than the original mounting with a maximum 10" bolted to the side of the chassis, across the front of the engine bolted to the original engine fixing points maximum of 4 bolts.

A clutch guard is permitted on front of the engine/gearbox if fitted forward facing of the engine, with a maximum size as follows:- 6" x 4" and a maximum thickness of 6mm.

This must be secured to the engine/gearbox only.

12. CARBURETOR/INLET MANIFOLD

Carburetors are free on all engines up to a maximum of 2L twin choke carb.

Multipoint 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.

Fuel injections may be modified to carburettor using a manufactured or adapted inlet manifold and must run with one standard downdraft Weber type carburettor to a maximum size or equivalent eg Pierburg, Solex, Weber – NO MULTIPLE CARB SETUPS

Injection system may be removed, a carburetor fitted, max size is twin choke webber, fitted to the Ford Pinto 2Litre , choke size 32 36 & choke must work progressively.

13. GEARBOX / AXLE

Gearbox must be standard to the car.

Axle and ratio must be as manufactured to the car

No locked diffs or limited slips.

14. FLYWHEEL/CLUTCH

Flywheel has to remain standard to the car/engine, no machine work or skimming of flywheels.

8 valve flywheel must be fitted to 8 valve engines only as per manufacture, 16 valve flywheel to 16 valve engine etc

Clutch Plate & Pressure Plate must remain standard. No drilling/machine work of any type is permitted.

15. SUSPENSION

Must remain as manufactured to that model of car as it left the factory unless specified.

Camber is permitted.

Springs must be standard to the car and not cut to lower the car, and have to be symmetrical from side to side, no clamping or tying of springs or any other device to change spring height. No competition springs allowed of any type. This includes the Ford ST sport range, and the Vauxhall VXR range.

Front suspension legs and rear shock absorbers must be standard (gas or oil) as originally fitted to the car and mounted in original position.

All shockers must still have original or after market part numbers stamped on body, clearly marked, NO competition type or GAZ are allowed. Shockers may be removed and tested at any time.

No strut braces of any type allowed.

If the car has a rear axle beam, it will need a secondary fixing on the lower part of the coil spring to the axle beam. It may be bolted, metal straps (minimum hose clips), seatbelt/ratchet strap or similar type webbing or a metal cable tether so spring doesn't come out on impact.

This does not apply to a complete shocker/coil assembly (Mcpherson strut).

16. BRAKING SYSTEM

Must remain as manufactured to that model of car as it left the factory.

Front brakes must remain standard i.e equal sized calipers and discs each side.

Rear brakes must remain standard equal sized drums across the axle.

No material must be removed from the pads or shoes. No competition brakes of any type are allowed.

All brakes must be able to stop wheel when jacked up and rotated by hand with minimum force. (Scrutineers decision is final).

17. WHEELS & TYRES

Any standard steel or aluminium road wheel to a maximum of 6½ J can be used, that will fit but with no machining or modifying of wheels to make fit is allowed.

If a wheel is not marked with original width (6½ J) it cannot be used.

Wheel spacers are not permitted.

All wheel weights and centre/hubcaps must be removed.

All wheel studs and nuts must be fitted at all times.

Only standard road tyres maximum size tyre 195 lowest profile 50 series minimum. Equal size tyres must be fitted across axle.

The Promotion has the right to outlaw any make of tyre what they deem to not be in the spirit of the rules at any time.

No competition tyres. No Yokohamas, no cut tyres. No mud and snow. No Maxsports, Nobblies, Colways, Michelin, Dunlop, Continental, Pirelli, Goodyear, Fulda, Kieber, Vredestein, Semprit, BF Goodrich, Linglong, Bridgestone, Federal, Barum, Hankook, Marshall, Kumho, or any road test tyres are NOT allowed.

55 series profile tyres are allowed to be used.

No buffing of any type. Tyres may not be recut. Tyre softener is not permitted. Tyre gaiters may be used.

18. EXHAUST SYSTEMS

Standard exhaust manifold must be used, but part of the exhaust may be changed and the catalytic converter may be replaced by steel tube. You can run the standard silencer or SKR stamped silencer box available from the Promotion in the Pit Office on race days. No cherry bomb types are permitted. A stainless exhaust system can be used after the manifold. Any car that is deemed to be too noisy will not be permitted to race.

NOTES: A bespoke manufactured system is being looked at to be developed and used in 2026 (as standard systems are hard to find, and stock very limited).

19. RADIATORS

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.

3. A bulkhead water tank maybe fitted, must not go further forward on the passenger side than the centre line of the turret, driver side must not go forward at all, meaning NO U-shaped tanks.

These must not be bolted to the turret and bulkhead bolts must not be connected to door plates or floor plates.

20. FUEL & FUEL SYSTEMS

The use of BP 102 Octane rated fuel is not permitted.

Only roadside fuel is allowed, the use of additives /octane booster and fuel scents are not allowed

All fuel lines must be of good quality rubber or be metal covered, no rigid metal piping is allowed.

The metal fuel tank must be securely bolted to the roll cage with a minimum of 4 M10 bolts.

No aluminium fuel tanks are allowed.

The Fuel tank **must have** an outlet from the top of the tank with a secure screw on metal cap with a one-way valve fitted to breather pipe, **and must be working at all times (or you will be excluded from the results as random checks will be made).**

The Overflow pipe must pass through car floor, **as to prevent spillage if inverted.**

With carburettor fuelled cars, **a manual shut-off tap must be fitted within easy reach of the driver when strapped in the car clearly marked on and off**, but with fuel injected cars, the pump fuel flow must be controlled by the pump/**electrical isolator switch**. Immersed fuel pumps are permitted.

21. BATTERY

Must be securely fixed and must be bolted to roll cage, not in the foot well. They cannot be left under the bonnet. They must be covered with rot proof material **and battery terminals must be covered to prevent shortening out with non-conductive material.**

An electrical cut off switch must be fitted to the rear left hand window area of the roll cage or near the B post and clearly marked.

Alternators may remain fitted, but all wiring removed from the back of the alternator.

Ignition switches must be used, NO bare wires.

24 volts to starter motor may be used.

22. PAINTWORK

Drivers must NOT paint their cars in team colours or similar to that of other cars.

Bright colours are recommended, and a good overall appearance is required.

Names and numbers on both sides of car.

The roof panel has to be in correct grade colour, minimum of 3ft x 3ft square.

ROOF/GRADE COLOURS

Gold Roof Champion	–	Gold
British Champion	–	Black & White chequered
Points Champion	–	Silver
Superstar	–	Red roof & flashing lights
Star Grade	–	Red roof
A Grade	–	Blue roof
B Grade	–	Yellow roof
C Grade	–	White roof

Champions start at the back of the grade, apart from National Points and Gold Roof Champion, who start at the back of the grid.

23. FIN PLATES

You must fit a fin plate to the roof of your car, minimum size 18" x 12" and a maximum size of 20"x15".
No part of the fin plate can overhang the roof.

The roof number with figures must be clearly seen by race control. The fin plate has to be white with plain black numbers of professional appearance. Numbers have to be a minimum size 9" high x 1½" wide, with easy readable font, no sparkle or shadowing allowed, or writing in numbers.

You may also paint your number on each side of the car in contrasting colours.

24. MIRRORS

May be used inside of the car only.

25. DRIVER SAFETY EQUIPMENT SPECIFICATION REGULATIONS

The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

Any safety equipment presented for a safety check (eg helmet, gloves, balaclava or race suit) that does not conform to the current regulations or is determined to be unsafe (eg holes in gloves etc), will be retain during the meeting by the scrutineer, Promoter or appointed official and will be returned to the driver at the end of the meeting.

These regulations are located in the "Technical" section of the ORCi website where they can be accessed by anyone and managed in a controlled fashion to ensure integrity and consistency across formulas.

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:
ORCi Website Technical Section:- <http://www.orci.co.uk/Content/Technical>
ORCi Website Home-page:- <http://www.orci.co.uk/Home>

These rules may be revised at any time during the course of the season for the benefit of the formula and to ensure competitive racing.

The Promoter has the right to add, modify or alter any rules on Health & Safety requirements.

REVISED RULES FOR 2025 HIGHLIGHTED IN BOLD/ITALIC/RED PRINT