

3.3 Fender Bender Construction

3.3.1 Construction

Fender Benders must be standard production cars as per the year and model. No modifications other than listed below.

3.3.2 Radiators

Radiators may be removed from front of car providing all piping in driving compartment is of suitable materials e.g. steel pipe or high pressure steam hose, and all joints and standard radiator hoses are protected (i.e. lagging) in case of leakage. All pipe work within drivers reach to be wrapped in suitable heatproof material.

3.3.3 Fuel Tanks

Fuel tanks may be moved, but must be isolated from the driver by a leak proof metal cover or fire wall e.g. steel or aluminium, and secured.

3.3.4 Overflow Pipe

Fuel overflow pipe must not drain in to the driver's compartment and extend below bottom of fuel tank, or go through floor if applicable.

3.3.5 Kill Switch and Battery Isolation Switch

All classes must be fitted with a kill switch which must stop the engine and turn off all other electrical equipment.

On and Off positions must be clearly marked.

The Alternator lead if live must be protected by a maximum 100amp Fuse, fitted near the Battery end of cable, as close as possible.

The Kill Switch must be fitted within reach of the driver when belted in.

The battery may be placed within the driver's compartment but must be completely covered and securely mounted. If placed elsewhere the battery may be exposed but must be securely mounted. Preferably in a marine battery box.

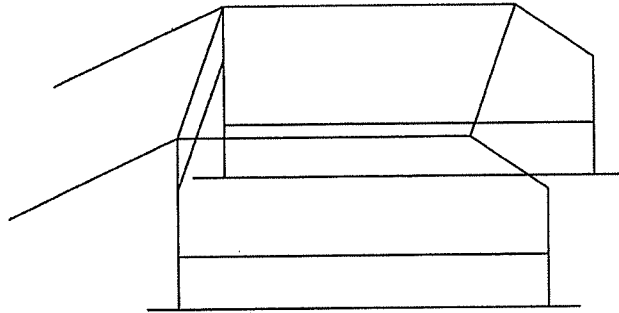
3.3.6 Roll Cage

Full roll cages are compulsory, minimum specification for roll cages being:

3mm steel wall piping with a minimum of 38mm outside diameter for main hoop and a minimum of 32mm outside diameter, 3mm steel wall piping for lateral supports (galvanised pipe not recommended). Roll cage to be contained within passenger compartment, and rear lateral supports to go no further than rear of the rear wheel arch. There must be 50mm clearance between top and side of driver's helmet and roll cage or roof. All fixing plates are to be a minimum of 5mm thick and not less than 100mm x 100mm. The floor where roll cages are mounted must be of sound condition and to the scrutineers satisfaction. All cages must have support bars across top of front windscreen and also between main hoop of cage 2/3rds from base of seat and no more than 75mm clearance between rear of seat and bar, in case of seat failure. Other recognised cages at scrutineers discretion. Scrutineers decision is final.

Bends formed in roll cage pipe must be smooth and uniform and to be not less than 0.9 of the original pipe OD size.

All vehicles to run adequate roll cage padding, to protect occupant's heads and body parts e.g. elbows.



(Diagram 1)

3.3.7 Tyres

Tyres must be cross ply or standard radial ply. The use of worn Rally Tyres is permitted.

3.3.8 Wheels

Fender Benders are allowed to use mag wheels, provided they are of standard diameter and tyre widths.

3.3.9 Brakes

All vehicles shall be equipped with four braking wheels to enable the vehicle to stop effectively at the discretion of the scrutineer.

3.3.10 External Bars

No extra external bars or pipe work to be added to the car.

3.3.11 Glass

All glass must be removed from the car. Internal rear view mirror may remain.

3.3.12 Doors

All doors must be secured. (Chained, welded or U bolted).

3.3.13 Exit

Driver exit must be a minimum of 0.360sq metres.

3.3.14 Hubcaps

No tow ball, tongue or hubcaps.

3.3.15 Bonnet

Bonnets must be chained, tied or bolted, or firmly secured.

3.3.16 Harness

Approved motorsport harnesses must be used in all Fender Benders and must be mounted correctly.

All Race Harnesses are to be 75mm wide, and if a Crutch Strap is used, to be a minimum of 45mm wide.

All Fender Benders are to run window nets, these must be of approved Safety Standards, They must be removable at the top so access can be gained through the driver's window.

3.3.17 Differential

Locked Differentials and LSD are allowed.

3.3.18 Intrusion Bars

Hip intrusion bars must be fitted at a position not lower than level with drivers legs (knees to hip). Hip plates if fitted to be a minimum of 3mm (1/8") thickness, 300mm (12") high and 600mm (24") long welded on three sides.

OR

Cross bars in the door area may be mounted between front hoop and centre hoop. First bar to be mounted at hip height or 350mm from floor level (which ever is the more suitable) on centre hoop and sloped down to join front hoop at floor level. Second bar to start at the same height as first, welded to front hoop and dipped down to meet centre hoop at floor level. Pipe to be 2mm x 34mm minimum. Triangles of 2mm sheet and centre square to help join plates recommended.

3.3.19 Firewall

The driver must be completely isolated from driveline by adequate firewall and transmission cover.

3.3.20 Fuel

Petrol caps must be screw on or locking, and firmly secured, no rubber fuel caps permitted. No plastic fuel lines. Any glass fuel pump bowl to be protected to scrutineers satisfaction.

3.3.21 Exhaust / Mufflers

All exhaust systems must extend to rear of the driver's seat, and face away from the driver's door.

All participating race cars must run mufflers. Max 95 db.

3.3.22 External Steelwork

No car will be permitted to have any external steel work including tow bars with the exception to front and rear bumpers, which must be standard.

3.3.23 Windscreen Mesh

To protect driver from flying objects, a steel mesh, mesh to be 150mm x 150mm (6" x 6") max. must be secured half way across windscreen on driver's side. (Other clubs use 75mm x 75mm and a minimum wire size of 2.6mm.

3.3.24 Carburettor/Throttle Body

Two return springs to be fitted in a manner so as to close throttle shaft.

3.3.25 Numbers

All racing cars must have their official racing number marked clearly on both sides of the car, and on the roof on a tin-plate (minimum size 300mm x 300mm (12" x 12") attached upright on roof, behind driver's seat. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing competition numbers must be clearly visible to officials and lap scorers, failure to comply may result in points not being awarded.

3.3.26 Extra Steelwork

A Bar may be fitted between the chassis rails within the engine bay area. It may be a maximum of 38mm outside diameter and mounted with 100mm x 100mm x 5mm plates on the chassis only.

A Strut Brace may be fitted between the Front Suspension Towers. (See diag below) To consist of a Plate Max 3mm thickness to be welded/bolted to each Strut/Shock Tower area and be connected with a 32mm OD Pipe/Box. No other pickup points will be permitted.

