



## 2018 Rules & Regulations for Officials & Licensed Drivers.



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## **1. INTRODUCTION**

**SPEDEWORTH / INCARACE / MILDENHALL** (herein referred to as “Spedeworth/Incarace/Mildenhall” and/or “the promoter”) have, for many seasons, promoted Car Racing at a number of Stadiums throughout Britain and in 1962 found it necessary to form a controlling authority with stringent rules and regulations and that controlling authority reserves the right to be the final arbiter in all matters.

As in all sports, for the protection of the Promoters, presiding officials and the drivers these Rules and Regulations shall govern the outcome in relation to matters arising, in any manner whatsoever, in connection with the said sport.

For these purposes the term “meeting” shall mean an event or events held under the auspices of the said sport.

The following rules and regulations shall take effect immediately upon the signing of a Contract between an individual and/or individuals (for the purposes of these rules and regulations the term “individual” shall mean a person of either gender and references to “he” throughout these rules and regulations shall be deemed to mean either gender) and Spedeworth/Incarace, or an affiliated organisation and they supersede all previous rules & regulations. Car construction Rules & Regulations are laid down by the particular controlling body for each specific formula.

## **2. LOYAL OBSERVANCE OF THESE RULES & REGULATIONS**

Persons licensed or authorised to participate in, or officiate at, any meeting governed by these rules and regulations shall not:

- a) Assist or collude with any individual, or organisation, in any way connected with the said sport, that does not comply with and/or conform to the rules and regulations as laid down, to participate in or contribute to the sport in any way.

Nor shall he:

- b) Belong to, lend his name to or be an officer of any such body of persons not complying and conforming to these rules and regulations. Any licenses or authorised persons, within the terms of these rules and regulations found guilty of a breach of these rules and regulations; shall become liable to the penalties herein defined.

## **3. ALTERATIONS TO RULES & REGULATIONS**

Spedeworth/Incarace/Mildenhall, the NHRPA, ORC International or the Spedeworth Disciplinary Committee each have the right to modify, alter, amend or add to any of the rules and regulations contained herein. In such an event, drivers and officials will be notified immediately whether verbally (if possible, or in writing or in the form of an addendum to this Rule Book or a news item on the Spedeworth/Incarace website. The 2018 ORCi Rules of Racing are included within this Rules & Regulations Book; changes are marked in Red/Bold/Italic wording.

## **4. DEFINITIONS (IN ALPHABETICAL ORDER)**

**CHAMPIONSHIP MEETING** – A meeting or meetings, involving a contest between a driver or drivers designed to find the driver who may be officially declared the champion.

**CLUTCH START** – At all clutch starts the Starter shall satisfy himself that all drivers are ready on the Red Flag and are in a position where they can see the Start signal before dropping the Green Flag. Any driver moving before the green flag drops will be liable to immediate exclusion.

**Board of Control (BOC) formerly known as Spedeworth Disciplinary Committee** – A disciplinary committee consists of a minimum of 5 (five) Senior Race Officials and/or nominated drivers, as elected by Spedeworth. In cases of dispute defer to the BOC do not indulge in “pit parliaments”.

**DRIVER** – The person licensed by “Spedeworth/Incarace/Mildenhall”, or an affiliated organisation, to drive a racing car at meetings. **NB: It is a drivers’ responsibility to ensure he fully understands all the Marshals’ signalling before racing.**

**FINAL** – Usually the last race, executed over a specified number of laps of the track undertaken by the qualifiers from a series of heats completed during any one meeting.

**MECHANIC** – A person licensed to enter the pit area for the purpose of repairing or maintaining his drivers' car. Drivers in certain formulas may have a maximum of two mechanics. Mechanics under the age of 16 may not drive the car at any time during the course of a meeting, either on or off the track (with the exception of Ministox drivers when racing).

**MEETING OR RACE MEETING** – The term “meeting” shall mean a competition, or congregation of competitors or an exhibition of Car Racing. A meeting shall be deemed to have commenced half an hour prior to the advertised time of starting and finished half an hour following the end of the last race. A meeting is deemed to have been **ABANDONED** when it is not completed following commencement of the first race. A meeting to have been **CANCELLED** or **POSTPONED** when it is not held on the stipulated date or it is called off prior to commencement of the first race.

**OFFICIALS REQUIRED AT MEETINGS** – Racing Manager, Clerk of the Course (at major championship events 2 (two) Clerks of the Course will be in attendance in their official capacity, Steward, Lap Scorer/s, Commentator, Pit Marshal/s, Scrutineers, Start Marshal/s, Safety Marshals, Safety Fence Marshals, Pace Car Driver & Medical Staff (e.g. St Johns Ambulance) and/or Rescue Services (e.g. Raceway Rescue).

**PLURALITY OF OFFICIALS** – A meeting official shall perform only those duties sanctioned by his official's license and no other at any and all meetings over which he presides. A licensed officer may not compete in any race during a meeting at which he is presiding as a Race Official.

**PROMOTER** – “Spedeworth/Incarace/Mildenhall” and/or “the promotion” and/or “the promoter”) and or organisation/s (including staff and individuals thereby employed) nominated by “Spedeworth/Incarace/Mildenhall” to control or organise a meeting.

**RACE CARS (HIRED)** – Such cars are for use only by licensed drivers in any formula. The promotion reserves the right to refuse to rent a car to any individual or body without giving a reason for so doing.

**ROLLING START** – In the case of a rolling start the drivers shall drive a preliminary lap or part lap as directed by the Steward keeping abreast in their proper positions and at a speed set by the pace car (if on track) / inside driver at the front of each grade who shall maintain the allotted gaps between grades or by the pace car on a restart. The race shall be started by the starter causing the starting flag to be dropped.

All drivers must keep rank, and must wait for the starting flag before commencing racing.

Any car unable to maintain the pace lap order due to clutch problems must start between the leader and the last car in order to avoid upsetting the start / restart.

Prior to the start, or re-start, a driver being too far in front or reducing speed on approaching the starting line, may be excluded or docked places at the discretion of the Steward of the Meeting.

**STADIUM AND/OR RACEWAY** - A place within one cartilage comprising of a track of an approved surface and one or more stand or banking for accommodation of the public at which race meetings are held for the purpose of public entertainment. **NB: Treat the stadium and circuit with respect. The facilities are for the use and enjoyment of everyone.**

**STARTING & FINISHING POINTS** – The start and finish of a race or an attempt at a record shall occur when any part of the car passes over the starting or finishing line. In the event of a blocked track, the finishing line shall be deemed to extend a reasonable distance in to the infield.

## **5. CONDUCT, PROTEST & DISCIPLINARY MEASURES/PROCEDURES**

**ABSENTEEISM** - A driver whose booking for a specific meeting has been accepted by “Spedeworth/Incarace/Mildenhall” shall be deemed to have undertaken to drive. A driver who does not honour this racing commitment (and has not cancelled his booking to race at least 48 hours before a meeting) will be liable to a fine of £20 payable to the promotion. He will not be permitted to race again until the fine is paid. If a driver believes his absence was justified, he may submit an appeal to the Racing Manager. Fines must be paid before the appeal will be heard, but will be refunded in full if the appeal is successful.

**CHALLENGE** - It shall be an offence for any promoter, official, driver or any person whatsoever involved with the sport, to issue a challenge directly involving a side-stake or incentive, whether in cash or in kind.

**CHEATING** - As an individual involved in car racing, it is your duty to protect the sport. If you know of, or suspect, cheating or any infringement of the rules likely to bring the sport into disrepute, report it to an official immediately.

**FENCING** - The Steward / Clerk of the Course, a car shall be deemed to be deliberately ‘fenced’ when the other car (or cars) has turned into the fenced car from the outside providing other reasonable action was possible.

Any car going into the fence as a result of a spin shall not be deemed to have been deliberately ‘fenced’.

Any car pushed from the rear in the general direction of racing shall not be deemed deliberately ‘fenced’.

A car pushed at (in the opinion of the Steward) unreasonable speed from the rear into the bend shall be deemed to have been deliberately 'fenced'. The fencing of a car is against the rules of racing in all formulas, with the exception of FULL CONTACT Racing. Offenders will be penalised by the Steward of the Meeting who may also refer the incident to the relevant Board of Control.

### **DISQUALIFICATION – PENALTIES**

Drivers will be penalised (and may be disqualified) for unnecessarily cutting across the infield or for gaining advantage by leaving the track to pass an opponent. A penalty will be imposed for:

- (a) Unnecessarily cutting across the infield.
- (b) Gaining advantage by leaving the track to pass an opponent, this will include the illegal use of kerbs.
- (c) Breaking the rolling lap to gain advantage either by gaining places or by deliberately holding up the start.
- (d) Leading a Race suspension at a too fast speed.

If a driver is penalised for more than one incident during a race or a meeting, the Steward may, at their discretion, disqualify the driver from the rest of the meeting and / or report the driver to the Board of Control.

A car being overtaken on the inside may not turn into the overtaking car. Also Side Swiping is not permitted i.e. a driver being overtaken on the straight may not turn into the overtaking car. NB This does not apply to FULL CONTACT Racing.

A driver losing a wheel or suffering a flat tyre may be flagged off at the discretion of the Steward / Clerk of the Course, having due regard to the preservation of the track surface and the number of laps still to run.

**DISRUPTIVE CONDUCT** – Any driver guilty of any act prejudicial to the sport shall be reported to the appropriate Board of Control or Formula Organiser, for disciplinary action and may be called upon to appear before the Board or Organiser to answer the charges.

**INTOXICANTS** - Any driver or official who, during the course of a meeting, takes or suffers from the effects of taking and drug or alcoholic liquor, shall be guilty of conduct prejudicial to the interests of the sport and the BOC shall take whatever disciplinary action it deems necessary.

**PENALTIES** - The following penalties are available for officials to impose as disciplinary measures as and when deemed appropriate:

- a) **REPRIMAND** - May be pronounced by the BOC, or by the Steward / Clerk of the Course. In the latter case, the matter must be reported to the Disciplinary Committee.
- b) **FINES** - A fine may be imposed by the Steward or the BOC and must be paid to the BOC within 48 hours from that point. If the fine is not paid in that time, then the person fined shall be automatically suspended and remain so throughout the period that the fine remains unpaid.
- c) **EXCLUSION** – If the Steward decides that a serious offence has been committed for which he does not have the power/authority to suitably punish the offender, he shall refer the case to the BOC. In the interim, he may exclude the offender, pending submission of his report of the incident to the BOC.
- d) **EXCLUSION PENDING JUDGEMENT** – A sentence of exclusions may be pronounced by the BOC or by the Steward of the meeting in accordance with these regulations. In the event of a driver being excluded from a race which he has finished, the subsequent drivers will be advanced one place and the result of the race amended accordingly.
- e) **SUSPENSION** - A driver may be suspended by the Steward or the Promoter for a maximum of six months, after which time the details must be placed before the BOC. The suspended driver shall be notified of the disciplinary hearing and he has the right to appear before the BOC to lodge an appeal.
- f) **DISQUALIFICATION** – A disqualified person will return the license he was issued under these rules & regulations
- g) **DEPRIVATION OF RIGHTS & PRIVILEGES** – The BOC has the power to deny an individual their rights and privileges.

### **PREJUDICIAL CONDUCT**

A charge of conduct prejudicial to the interests of the sport shall be adjudicated by the BOC who may impose such penalties as it deems appropriate to the seriousness of the offence.

### **PROTESTS & APPEALS**

All protests and appeals should follow the procedure as outlined herein. Protests and appeals which do not follow the correct procedure will be disallowed.

The right to appeal to the BOC against any decision, act, or omission that may have been made or committed in connection with car racing, lies only with a driver licensed under these rules and regulations not his team, family,

mechanics, sponsors or entrant. There is no right of appeal against a decision made by the Clerk of the Course, Scrutineer, Steward, lap Scorer or any other Race Official which has been based on a matter of fact.

Representations to the Steward questioning a declared result or results must be made by the licensed driver only on the day of the race concerned in order that lap sheets, witnesses and/or video evidence may be referred to in order to verify the result. The Stewards decision is final but appeal procedures may be employed in cases where doubt exists.

Protests by a licensed driver regarding the eligibility of a car must be accompanied by a £50 deposit and may be made only by a licensed driver competing at that race meeting. If the protest is upheld, the £50 will be returned. If the protest fails, the £50 will be rewarded to the driver against whose car the protest was made.

The methods of lodging a protest are:

- a) **AT THE MEETING:** A verbal protest may only be dealt with by the Steward / Clerk of the Course and the/or the Promotion and must be delivered on the day of the meeting. The protest will be arbitrated upon the first available moment in the proceedings, however, if the Steward / Clerk of the Course and/or the Promotion are unable to deal with the matter on the day of the meeting; the protest must be referred to the BOC for arbitration.
- b) **AFTER THE MEETING:** A protest made after the event must be made in writing to the BOC within 7 (seven) days following the meeting in question.

In exercising its jurisdiction, the BOC shall observe the following procedures in all cases:

Any person or body of persons against whom a protest is made shall be advised accordingly, specifying the nature of the protest. If an adjudication is reached on the day, all parties shall be made aware of the judgement. If the matter is referred to the BOC, all parties concerned shall be given reasonable and timely notice of a hearing date.

Notices and/or adjudications must be communicated in writing. In cases where notices and/or adjudications are communicated verbally, they shall be confirmed in writing. Such written communications shall be deemed to have been served, whether delivered personally, by fax or by post.

In order to appeal to the BOC against a protest decision made by the Steward and/or promotion, a fee of £150 must be paid by the Appellant to the BOC at the time of submitting his appeal in writing.

The BOC is the final arbiter in matters of protest and appeal and all parties shall be bound by the decision of the BOC.

The BOC shall have the right to publish, or cause to be published, its' findings and/or decision relating to a protest or appeal, stating the names of all parties concerned which parties shall have no right of recourse against the publication of such information.

## **6. DUTIES & OBLIGATIONS OF OFFICIALS**

All officials are employed by "Spedeworth/Incarace/Mildenhall". Race officials will be admitted, free of charge, to the place of racing to carry out their duties at a race meeting. They may also be admitted, free of charge, to some races at which they are not present in their official capacity, by prior arrangement with the promotion, or with a Spedeworth Special Pass. You must not work for any other promotion without prior permission from Spedeworth.

**6.1 STEWARD** – The Steward of the Meeting shall in no way be responsible for the organisation of the meeting and shall not have any executive duties in connection therewith, other than any specifically required in these rules and regulations.

- Before the start of the meeting, he must ensure that all medical (e.g. St Johns) and/or rescue (e.g. Raceway rescue) services are in place.
- He shall report to the promotion 2 ½ (two and a half) hours prior to the advertised start of the meeting and be in attendance throughout the meeting and for 30 minutes after racing has ceased or such a time as may be necessary for him to complete his duties.
- If, for any reason, the Steward is not available to perform his duties during the specified period as above; he must advise the promotion accordingly at the earliest possible juncture.
- The Steward shall not permit any person to be with him in his rostrum during the course of a meeting other than the officials of that meeting and shall not allow any person to approach him during the meeting without his express permission.
- The Steward shall have the supreme control to carry out these Rules & Regulations. Any decision which the Steward may make that affects the carrying out of the advertised programme, e.g. exclusion, race to be re-run, stopping, postponement or abandonment of the meeting and shall at once be communicated to other concerned officials for such action as may be deemed necessary. If there is any delay in giving effect to the

decision made by the Steward, he shall put a stop to all proceedings until necessary action has been taken and shall cause an explanation to be publicly announced.

- He shall have regard to safety in general and in particular shall prohibit from competing any driver and/or car he considers might be a source of danger. The Steward may exclude any driver/s (found ineligible to take part, or whom he considers guilty of misbehaviour or unfair practise) from a race or races for the remainder of the meeting. He may command any driver who refuses to obey his order, or the order of any other Senior Official, to leave the track and its' precincts forthwith.
- He shall immediately deal with any protest that may be delivered to him during a meeting. He shall accept, reject or return a protest as he may determine:
- If he accepts a protest he shall, whenever possible, immediately adjudicate thereon, subject to right of appeal.
- If he rejects a protest, this is his final determination and the protest may not be lodged again either during the meeting or thereafter.
- A protest may not be made on the same grounds as protested by another protester.
- In difficult cases, if the Steward finds himself unable to adjudicate on a protest, he shall return the protest to the protester and inform him that he may take the protest to the BOC.
- The Steward shall pay due regard to the fact that a driver and/or drivers are entitled to a reasonable and courteous explanation where he and/or they have been penalised and it is their opinion that the penalty is not merited. The Steward shall, after each race, accept the lap sheets from the Lap Scorer, the results from the electronic lap-scoring systems and (when satisfied as to the placings of the subsequent drivers at the time that the leading driver crossed the finishing line) fill in the final results in the appropriate column on the lap sheet and results sheets.
- The Steward shall, within 24 hours following the close of a meeting, sign and send the racing manager a report, giving the results of the meeting, together with the particulars of any protests lodged, warnings issued, exclusions made, any type of delay or late start and of any other matter which should, in his opinion, be reported.
- All meetings shall be started at the published time. In every case of a breach of this regulation, the Steward shall look into the circumstances of the delay and will forward a full report to the Promoter, who will take such action as seen fit. Depending on the situation in the pits; this could also mean the driver would be allowed to compete in only one race. The driver may be refused permission to drive at all if reserve drivers have already been called in. Times of arrival will be recorded at all meetings and these records filed for future reference.

**6.2 COMMENTATOR** – The commentator is responsible for giving the spectators such information as they may reasonably require to enable them to enjoy the event. In particular he should:

- Ensure that he is aware of the numbers and names of all drivers who are additional to the programme.
- Ensure that he is completely aware of the rules and regulations applying to the meeting, competitors and events in particular.
- Not make any announcement which could be any way construed as anything less than impartial.
- Announce the result of each event, at least twice, at a time which the spectators are not distracted by other happenings or a high level of engine noise.
- Give due publicity to all other meetings advertised in the programme.
- Make any announcements to the spectators of the competitors as required by the Steward of the Meeting without personal comment.
- Refrain from any personal comments or remarks to drivers or officials which would not be understood by the general public.
- The commentator is not permitted to make any decision in connection with any matter that may arise at a meeting, and must not under any circumstances relate any message that could be detrimental to the running of the meeting, promotion or sport.

**6.3 LAP SCORER/S & ELECTRONIC LAP SCORING** – The duty of the lap scorers is to accurately record the order in which the cars cross the finishing line. They must declare the race finished when the required number of laps have been run.

- Lap scorers must record race lap particulars only on "Spedeworth/Incarace/Mildenhall" approved lap sheets (in conjunction with such other apparatus as may be supplied by Spedeworth from time to time), detailing the required number of laps completed by each driver and final places attained, thereafter passing this information to the Steward and other concerned officials. When each race has ended, the lap scorer will immediately hand the lap sheet to the Steward who will be responsible for the completion of the results column and the results sheet based on the conclusions of both the manual lap charts and electronic lap scoring results (transponder results).
- If a lap scorer has cause to believe he has made a mistake, he may make a correction to his record, subject to the agreement of the Steward. Erasers may not be used – alterations must be clearly written above the incorrect item.
- Lap scorers may not communicate information regarding race matters to any persons other than the Steward and concerned officials of the meeting.

#### **6.4 PIT MARSHAL/S** - The Pit Marshal shall;

- Report to the promoter at least 3 hours prior to the event.
- Park competitors on arrival to a race meeting, and to convey any message or instruction that may be necessary to the driver or mechanics on arrival.
- Make sure the drivers are ready for their particular races and lined up at the pit gate entrance prior to their event so as to achieve a smooth running meeting, at all times.
- Be responsible for emergency equipment for the pit area and to its placement prior to each meeting.
- Report to the Clerk of the Course all competitors who arrive late for a race meeting or any competitor who fails to obey instructions made by the Pit Marshal.
- At all times be equipped with a radio link to all senior race officials during the duration of his/her duties.
- Along with his assistant (where applicable) and scrutineers to ensure that the company no smoking policy is adopted in the pit area.
- Ensure that vehicle refuelling by competitors is carried out by an adult person, either the driver or mechanic. (Competitors should ensure fuel vessels are properly marked and locked in transporters if at all possible).
- Ensure that vehicle cranes are being used in accordance with health & safety requirements, i.e. if a car is lifted by a crane and being worked on then at least half of the car must be over the lorry bed, or a suitable pile of wheels placed under one end of the car to restrict danger should the chains fail. Jacks should also have a secondary support.

**6.5 CLERK OF THE COURSE** - Race officials will be admitted, free of charge, to the place of racing to carry out their duties at a race meeting. They may also be admitted, free of charge, to some races at which they are not present in their official capacity, by prior arrangement with the promotion. You must not work for any other promotion without prior permission from Spedeworth.

All approved track staff will be given an ORCi log book. All track staff must sign on when they arrive to help at a meeting. This should be at least **2 ½ hours** before the scheduled start time and you must be ready to help with any other duties if called upon prior to racing commencing (i.e fence work, pit duties, practice, training sessions or briefings). The log book must be signed at the end of a meeting by the Steward or an appointed deputy. This log book is to be used for keeping a record of your attendance and receipt of any documents/forms and as a record of any reports made by you to the Steward or Pit Office. These might pertain to a driver who has infringed the rules of the stadium, rules of racing or general conduct etc. or it might pertain to a health and safety issue which you believe needs to be escalated to management.

A meeting official shall perform only those duties sanctioned by his official's license and no other at any and all meetings over which he presides. A licensed officer may not compete in any race during a meeting at which he is presiding as a Race Official.

As a matter of Health and Safety; Clerks of the Course must wear highly visible clothing and at the start of a race meeting should be in a clean and tidy appearance. Throughout the duration of the meeting, the Clerk of the Course will be equipped with a radio link to all Senior Officials. It is the duty of the Clerk of the Course to make sure breakdown and emergency service vehicles are present at the start of racing or practise.

Whilst working on the race track the Clerk of the Course should, at all times, be vigilant with regard to Health and Safety procedures and the safety of his marshals. It is his responsibility to ensure that his marshals are not endangered in any way whilst engaged in the execution of their duties.

Prior to the start of a race, the Clerk of the Course must ensure that all Safety Marshals are in their correct positions and that the pit gate is in the closed position. He must take all practical steps to ensure proceedings are not hindered during the course of the meeting and to direct breakdown and/or emergency vehicles to the areas where they are required in order that the raceway is cleared as soon as possible. He will also assist the Start Marshal and Pace Car Driver when the need arises.

By means of radio messages, it is the duty of the Clerk of the Course to convey to the Steward when a driver is in any danger (e.g. trapped in his car on the raceway) or there is a wheel or debris on the track. Ensure that traffic lights are working and are facing in the correct direction. Clerks of the Course should not enter the raceway until the race cars have been effectively brought under a caution or stoppage. This generally takes a complete circuit of the raceway to ensure that every driver sees these signals. They should also ensure that first aid and breakdown personnel also do not enter the raceway during this period.

Any threatening or intimidating incidents either verbal or physical between drivers or to spectators or officials should be reported to the meeting Steward in person at the earliest opportunity.

- Ensure that cars are gridded up straight away at a maximum speed of 15mph, also check cars for in-car cameras and report any findings to the Steward.
- Check the track for any debris after every race, do not leave this on or behind the safety barrier as this may create a trip hazard.
- Ensure that all congealed oil/cement is cleared off the race circuit before leaving the raceway at the end of a meeting.

- Report all track & fence damage to the Steward and repair if possible with assistance from the Safety Marshals. (i.e. Safety barrier and catch fence)

Ensure all equipment is returned to the rest room at the end of the meeting (Oil Spill Buckets, Brooms, Shovels and Fire Extinguishers)

**6.6 SAFTEY/TRACK MARSHALS** - Race officials will be admitted, free of charge, to the place of racing to carry out their duties at a race meeting. They may also be admitted, free of charge, to some races at which they are not present in their official capacity, by prior arrangement with the promotion. You must not work for any other promotion without prior permission from Spedeworth.

All approved track staff will be given an ORCi log book. All track staff must sign on when they arrive to help at a meeting. This should be at least **2½ hours** before the scheduled start time and you must be ready to assist in the pit area prior to the meeting and help with any other duties if called upon prior to racing commencing (i.e fence work, pit duties, practice, training sessions or briefings). The log book must be signed at the end of a meeting by the Steward or an appointed deputy. This log book is to be used for keeping a record of your attendance and receipt of any documents/forms and as a record of any reports made by you to the Steward or Pit Office. These might pertain to a driver who has infringed the rules of the stadium, rules of racing or general conduct etc. or it might pertain to a health and safety issue which you believe needs to be escalated to management.

A meeting official shall perform only those duties sanctioned by his official's license and no other at any and all meetings over which he presides. A licensed officer may not compete in any race during a meeting at which he is presiding as a Race Official.

As a matter of Health and Safety; Safety/Track Marshals must wear highly visible, minimum single layer proban fire retardant overalls. Whilst a race or practice session is in progress; they should also wear protective eye-wear and bump caps in addition to ear defenders or radio headsets with full cover earphones (all of which are available from the promotion). It is the Marshals responsibility to present themselves at the start of a race meeting in a clean and tidy appearance. If a Marshal is not wearing all the Safety equipment they will be asked to leave the raceway until they comply and will need to seek permission from the Clerk of the Course before taking up their position.

A minimum of three Safety/Track Marshals shall be present at every meeting in order to be suitably placed around the perimeter of the track or on the infield and positioned so as to minimise risks to their safety. However it is recognised that in order to be effective they must be in a position where their flag signals are clearly visible to competitors. Safety/Track Marshals are equipped with three flags (Red, Yellow & Green), 1 fire extinguisher (3kg Dry Powder) and a radio link to all senior officials. There are also additional Fire Extinguishers (9 Litre AFFF) located on the apex of each end of the raceway. By means of flag signals or radio messages, it is the duty of the Safety/Track Marshals to convey to the Steward when a driver is in any danger (e.g. trapped in his car on the raceway) or there is a wheel or debris on the track. Ensure that traffic lights are working and are facing in the correct direction. Marshals should not enter the raceway until the race cars have been effectively brought under a caution or stoppage. This generally takes a complete circuit of the raceway to ensure that every driver see's these signals.

Any threatening or intimidating incidents either verbal or physical between drivers or to spectators or officials should be reported to the meeting Steward in person at the earliest opportunity.

- Ensure that cars are gridded up straight away at a maximum speed of 15mph, also check cars for in-car cameras and report any findings to the Clerk of the Course.
- Check the track for any debris after every race, place any debris in the bins provided, do not leave this on or behind the safety barrier as this may create a trip hazard.
- Clear all congealed oil/cement off the race circuit before leaving the raceway at the end of a meeting, shovels and wheelbarrows are provided. If your fellow Marshals have a big spillage elsewhere on the raceway, assist them in cleaning up as more hands make less work.
- Report all track & fence damage to the Clerk of the Course & assist with repair work (i.e. Safety barrier and catch fence).
- Return all equipment to the rest room at the end of the meeting (Oil spill Buckets, Brooms, Shovels and Fire Extinguishers)

Rinse all brooms under a tap if they are covered in oil and cement; this prolongs their effectiveness.

**6.7 SCRUTINEERS** - All approved track staff will be given an ORCi log book. All track staff must sign on when they arrive to help at a meeting. This should be at least **2 ½ hours** before the scheduled start time (unless otherwise stated) and you must be ready to help with any other duties if called upon prior to racing commencing (i.e fence work, pit duties, practice, training sessions or briefings). The log book must be signed at the end of a meeting by the Steward or an appointed deputy. This log book is to be used for keeping a record of your attendance and receipt of any documents/forms and as a record of any reports made by you to the Steward or Pit Office. These might pertain to a driver who has infringed the rules of the stadium, rules of racing or general conduct etc. or it might pertain to a health and safety issue which you believe needs to be escalated to management.



A meeting official shall perform only those duties sanctioned by his official's license and no other at any and all meetings over which he presides. A licensed officer may not compete in any race during a meeting at which he is presiding as a Race Official.

As a matter of Health and Safety; Scrutineers must wear highly visible clothing and at the start of a race meeting should be in a clean and tidy appearance.

It is the duty of the Scrutineer to satisfy himself, immediately before the start of each race, that every competing car conforms to the current Rules & Regulations (and any and all supplementary regulations pertaining to the relevant formula) that the car is in good and proper condition to be driven and that the driver is correctly equipped with helmet, overalls, gloves, and, where required under formula rules, neck brace / balaclava.

In the event of finding fault with a car and/or driver, the scrutineer shall issue the driver concerned with a signed report, a duplicate of which being passed to the steward. The driver of the car will not be permitted to race until the fault is rectified and subsequently approved by the scrutineer and the steward (except at the discretion of the Clerk of the Course).

Assist the pit marshal in enforcing a pit area NO SMOKING POLICY.

Ensure that any vehicle refuelling by competitors is carried out by an adult person either the driver or registered mechanic.

Any threatening or intimidating incidents either verbal or physical between drivers or to spectators or officials should be reported to the meeting Steward in person at the earliest opportunity.

- Ensure that cars are gridded up straight away at a maximum speed of 15mph, also check cars for in-car cameras and report any findings to the Steward.
- Check the track for any debris after every race, place any debris in the bins provided, do not leave this on or behind the safety barrier as this may create a trip hazard.
- Ensure that all congealed oil/cement is cleared off the race circuit before leaving the raceway at the end of a meeting.
- Report all track & fence damage to the Steward and repair if possible with assistance from the Safety Marshals. (i.e. Safety barrier and catch fence)
- Ensure all equipment is returned to the rest room at the end of the meeting (Oil Spill Buckets, Brooms, Shovels and Fire Extinguishers)

**6.8 START/PACE CAR DRIVER/S** - The driver/s of the start/pace cars shall;

- Report to the Clerk of the Course on arrival
- Check that fire fighting emergency equipment carried on the vehicle is in first class working order, prior to the start of the meeting.
- Assist the Starting Marshal at all times during the meeting.
- At all times be equipped with a Radio Link to all Senior Officials during the duration of the race meeting.
- Be available at all times to carry out any other special duties during the meeting.

**6.9 START MARSHAL** – The Starting Marshal shall;

- Report to the promoters at least 2 ½ hours prior to the advertised start of the meeting.
- Take control of the drivers as they arrive on the track, line them up in correct graded order, and hold them in such position until the Steward gives them the start signal.
- Give the correct lap and other signals as required throughout the race, and to follow instructions as may be deemed necessary from the Steward.
- Ensure that there is suitable fire fighting equipment on the racing area.
- Prevent any excluded, suspended, disqualified or otherwise unlicensed person from taking part therein.

The Starting Marshal has authority to give the red flag without instructions from the Steward.

- **6.10 BREAKDOWN CREWS / RECOVERY VEHICLES** – Each breakdown vehicle is permitted one driver and one assistant.
- Only the trained assistants are permitted on the back of the recovery truck for lifting purposes.
- Nobody must travel on the back of a moving vehicle at any time.
- The driver must hold a valid and current driving licence
- All operatives must sign on prior to the meetings and at all times exercise extreme caution when loading and removing damaged race cars from the raceway.
- Nobody under the age of 18 years is permitted to assist
- Family members should not be on board the breakdown vehicle unless they are the designated assistant and have signed on accordingly.
- Once the cars leave the raceway and enter the pit area the maximum speed limit of 5mph must be adhered to at all times.
- Recovery assistants should ensure the vehicle being towed or lifted is securely fastened, and to the best of their ability remove or fold back any parts of bodywork that are hanging off or protruding in such a way that they might cause injury.

- Breakdown vehicles should be kept tidy and in good working order at all times.
- Vehicles that are used during night meeting must be fitted with adequate front lights and must have amber flashing beacons.
- Drivers should ensure that pedestrians are aware of their presence at all times by use of the horn and/or lights.

### **6.11 GENERAL HEALTH & SAFETY PROCEDURES**

- Marshals shall wear visible overalls of a minimum single layer Proban material.
- Marshals shall also wear protective glasses, ear defenders or radio headsets & hard safety hat while a race is in progress.
- Start Car Drivers shall wear smart corporate clothing.
- Ear defending radio headsets should be worn while racing is in progress by outer marshals. A single ear piece should be worn by inner track staff.

## **7. STADIUMS & RACING CONDITIONS**

**7.1 CIRCUITS** - Races traverse the circuit in either a clockwise or anti-clockwise direction, dependent upon the specific formula. Please refer to the relevant rules for each formula. The exception is Demolition Derby (DD) events which may commence from any direction.

**7.2 DISTANCE OF RACES** - The distance of a race will be no less than five complete laps of the circuit and no more than 100 laps of the circuit, unless adverse weather conditions exist and/or the approval of the promotion is obtained to vary the number of laps. A race is stopped by the Steward only when a driver is injured or when a dangerous situation exists. When racing ceases, drivers are requested not to block the pit entrance and to keep to the inside of the racing circuit.

Where it is deemed necessary to curtail the length of a race, the drivers will be informed of the intention to do so and the number of laps over which the race is to be run. The Race Steward alone is responsible for the decision to curtail a race.

**7.3 PITS & PIT GATE ENTRY** - At all meetings, an area shall be set aside for drivers to unload their cars and prepare to race. **In the pit area the speed limit shall not exceed 5mph at all times!** Drivers and mechanics are reminded that the correct procedure for entry to the circuit is through the pit gate only. Any infringement of this rule could result in the driver being suspended from racing at that meeting. Smoking or drinking in the pits and on the race track are not permitted. Drivers and mechanics must not encourage members of the public (especially children) into the pit area. Members of the public are not permitted to gain entry to any racing venue via the pit gate entrance under any circumstances.

**7.4 SAFETY FENCE** - At all stadiums, Spedeworth must erect a safety fence or other safety barrier meeting the standards laid down by the OVAL RACING COUNCIL International and required by the insurance company.

## **8. TERMS & CONDITIONS**

**8.1 ADMISSION TO RACES** – All drivers who are performing in races at a race meeting will be admitted to the place of racing free of charge upon production of their racing license as issued by Spedeworth/Incarace/Mildenhall ***unless the formula is categorised as a 'pay to race' formula e.g. Modstox where all parties including the driver are charged the event general admission free.*** Each driver, who is actually performing in races at a race meeting, is permitted to have a maximum of two mechanics (depending on the formula they race in) who must be licensed and will be admitted, free of charge, only when their driver is racing and upon production of their valid licenses.

Licences are **not** valid when the driver is not booked in to race and these may not be used to gain entry to any race venue in this instance. Misuse of a drivers or mechanics license to gain entry is regarded as a breach of these rules and regulations and disciplinary action will be taken by the promotion as they see fit. Members of the press are not permitted to gain entry to the racing via the pit gate entrance at any time. They may only gain entry through the main turnstile at each venue. Members of the public are not permitted to gain entry to any racing venue via the pit gate entrance under any circumstances.

**8.2 BOOKING TO RACE** - A driver must notify "Spedeworth/Incarace/Mildenhall" of their intention to race at each and every meeting they wish to enter. Race bookings will be accepted by post or email ([bookings@spedeworth.co.uk](mailto:bookings@spedeworth.co.uk)) and can be made by calling the office (01252 322920) but should be made at least 14 days prior to each meeting for which entry is requested.

On arrival at the stadium, a drivers must present themselves and their car in a smart and orderly manner to the pit officials at least 1 (one) hour prior to the start of a meeting. If a drivers' booking has been accepted by Spedeworth, but he is unable to attend, he must cancel the booking by giving at least 48 hrs notice.

***Spedeworth 'Pay To Race' Formulas will be charged £12.50, which is payable in advance (£15.00 if you pay on the day) for each meeting you want to race at. The pay in advance fee is reduced to £6.00 per meeting, once you have recorded six meetings in your Drivers log book.***

***The advanced payment deadline is 1pm on the Friday if racing takes place at a weekend, 5pm on Tuesday for a Wednesday meeting and 5pm on Wednesday for a Thursday meeting.***

**8.3 CANCELLED & ABANDONED MEETINGS** - If weather conditions are likely to be a reason for the cancellation of a meeting, a decision will be taken after consultation between Spedeworth and the Clerk of the Course.

If a meeting is cancelled or postponed before the commencement of the first race, monies which would normally be due and payable to an individual by Spedeworth after the commencement of the first race (including, but not limited to, prize monies, start money and/or staff wages etc) will not be due or payable to any individual and no claim may be made against Spedeworth and/or the promoter in respect of costs and/or losses of any nature whatsoever.

In the event a meeting is abandoned after the first race has commenced, monies which would normally be due and payable to an individual by "Spedeworth/Incarace/Mildenhall" after commencement of the first race (including prize monies earned prior to the time the meeting was abandoned and/or start money and/or staff wages etc) will be duly paid in full.

Any and all fees paid by an individual to "Spedeworth/Incarace/Mildenhall" are non-refundable. However, in the event of cancellation of a meeting only and at the sole discretion of "Spedeworth/Incarace/Mildenhall"; race/booking fees paid in advance may be transferred to a meeting to be held at a later date.

**8.4 DRIVERS' CONTRACT** – A contractual agreement between "Spedeworth/Incarace/Mildenhall" and a driver entitling the driver to race on any "Spedeworth/Incarace/Mildenhall" or affiliated organisations' track, subject to booking in regulations from time to time in force. Before being permitted to race, a driver must sign a contract with "Spedeworth/Incarace/Mildenhall", or an affiliated organisation. In doing so, the driver is agreeing not to race, or allow his car or name to be used in connection with any other promotion then the aforementioned licensed promotions; unless prior written permissions is received from "Spedeworth/Incarace/Mildenhall". The contractual fee payable contributes towards medical, emergency and insurance costs. "Spedeworth/Incarace/Mildenhall" reserves the right to deduct monies owing to the promotion from any payment due to a driver (e.g. prize monies)

**8.5 LICENSE & LOG BOOK (TERMS OF)** – A driver must be licensed by "Spedeworth/Incarace/Mildenhall" before he will be permitted to race. Drivers between the ages of ~~11 (eleven)~~ **6 (six)** to 64 (sixty-four) years of age may be issued and hold a license to race at "Spedeworth/Incarace/Mildenhall", or affiliated organisations' tracks, at the sole discretion of "Spedeworth/Incarace/Mildenhall". No-one may compete in any race whatsoever (including mechanics and ladies races) without holding such a licence.

Mechanics under the age of 16 are not permitted to drive a car in the pits, or on the track, but may assist their driver in any other capacity. Drivers over 50 years of age must supply a doctors' letter, or medical certificate, upon request.

Upon acceptance by Spedeworth/Incarace/Mildenhall of a drivers' application to race, he will receive a "Drivers License & Log Book", authorising him to participate at Race Meetings held on "Spedeworth/Incarace/Mildenhall" circuits and those of affiliated organisations. He will also receive a copy of the current Rules & Regulations for their chosen formula.

Once registered, a driver will receive a racing number. This number will be issued solely to him and may be re-issued upon application by a specified date in each successive year. All racing licenses are effective between January 1<sup>st</sup> and December 31<sup>st</sup>. Drivers must make themselves aware of the rules appertaining to the License & Log Book.

The License & Log Book records a drivers' attendance and conduct at Race Meetings; therefore, it **must** be presented to the Scrutineer at each Race Meeting attended including all meetings abroad or Northern Ireland or Scotland etc. It must also be made available to any other Racing Official at a race meeting, upon request. Failure to produce the License & Log Book upon request will result in an on-the-spot fine, and the loss of the right to use the racing facilities.

Whilst registered with "Spedeworth/Incarace/Mildenhall", the contracted driver is not permitted to race his car, or any other racing car, for any other promotion without first obtaining the permission of "Spedeworth/Incarace/Mildenhall" to do so.

**8.6 LICENCE, EXPERIMENTAL** - On application to "Spedeworth/Incarace/Mildenhall", a driver may obtain an Experimental License solely at "Spedeworth/Incarace/Mildenhall" discretion. This will enable him to experiment, during a race, with a car, or part of the equipment which falls outside the Rules & Regulations (except in relation to Rules & Regulations relating to safety precautions).

The driver will receive **no** points or prize money for places gained and the public will be informed accordingly during the meeting. The driver must specify, in writing, full details of the car and/or equipment he proposes to use under his experimental license permit.

**8.7 PRIZE MONIES & OTHER FINANCIAL OBLIGATIONS** - "Spedeworth/Incarace/Mildenhall" shall discharge all its Liabilities to competing drivers and officials within the appropriate time frame as laid down by the promotion (i.e. on the day of racing at the race meeting), with the exception of a 7 (seven) day delay in payment of prize monies following championship meetings.

"Spedeworth/Incarace/Mildenhall" may pay monies due in respect of fees, start money or prize monies by cheque or in cash. It is the responsibility of the individual to whom monies are due to collect fees, start money and/or prize monies on the day of racing. Any monies not collected on the day shall be forfeited.

In the case of a dead heat, prize money for a place, and subsequent place(s) involved, shall be divided equally amongst the drivers tying for a place. Recipients shall be responsible for declaring monies received and making their own returns to the Inland Revenue for the assessment and payment of Income Tax and National Health Insurance Contributions, as applicable.

## **9. TYPES OF RACING**

### **9.1 FULL - CONTACT FORMULAS**

**The object is to complete the specified number of laps in the shortest time.** ~~You may push a car from behind, or spin a car into the inside of the circuit. You must not follow a car into the safety fence, or lean or spin a car into the safety fence.~~ **No hitting of parked cars (with the exception of National Bangers and Bangers unless the car is covered by a stationary yellow flag), no four wheels cutting the corners and no deliberate drivers door contact. You may push a car from behind or spin a car left\*/right. Attacking a car from or on the infield area is not permitted.** ~~Unnecessary baulking of a faster car is not permitted.~~

**\*Spinning a car left and one-on-one follow-ins are not permitted on post and wire tracks.**

**The circuit is clearly marked around the in-field and you are not permitted to let your wheels pass over this demarcation line.**

**Contact formulas include: National Bangers, Bangers, Superstox, 1300cc Stock Cars.**

### **9.2 SEMI - CONTACT FORMULAS**

**The object is to complete the specified number of laps in the shortest time. You may push a car from behind, or spin a car into the inside of the circuit. You must not follow a car into the safety fence, or lean or spin a car into the safety fence. Unnecessary baulking of a faster car is not permitted.**

**The circuit is clearly marked around the in-field and you are not permitted to let your wheels pass over this demarcation line.**

**Contact formulas include: ORCi Ministox, Historic Stock Cars, V8 Stock Cars (Spedeworth), Junior Micra Stock Cars, Junior Bangers and 'Back To Basic' Bangers.**

### **9.3 DEMOLITION-TYPE EVENTS**

Any race where the nature of the event is to stop the opposition in order to win and the following rules apply:

- ✓ On occasion, drivers may race for a set number of laps before beginning DD (Demolition/Destruction Derby). The start of the DD is normally indicated by a blue flag, unless notified otherwise during the drivers' briefing, or by the pit or track marshals, or in a race format sheet.
- ✓ Waiting for a car is permitted.
- ✓ Attacking from the opposite direction is permitted, providing the attack is from the outside of the track (fence-side).
- ✓ It is permitted to attack any part of the car, except the drivers' area (considered to be from the centre of the driver's side front wheel to the centre of the drivers' side rear door).
- ✓ The end of the race will be signalled by a chequered flag.
- ✓ Demolition-type events include all Banger formulas.

### **9.4 NON-CONTACT FORMULAS**

The object is to complete the specified number of laps in the shortest time. Baulking, pushing or spinning another car is not permitted.

The circuit is clearly marked around the in-field and you are not permitted to let your wheels pass over this demarcation line. Non-contact formulas include: National Hot Rods, 2.0 Litre Hot Rods, Classic Hot Rods, Stock Rods, Lightning Rods, Rookie Rods, Incarods, Oval Track Legends, Slick Cars, and Ninja Karts.

## **10. ORCi RULES OF RACING**

The following rules will apply to all formulas that race at ORCi Sanctioned Tracks. Any variation to these rules must be agreed with the Oval Racing Council, and then, only in exceptional circumstances.

**At all times while at a race meeting, a driver shall be deemed to be under Racing Rules. Any driver guilty of any act prejudicial to the sport, including comments on social media sites etc, shall be reported to the appropriate Board of Control or Formula Organiser, for disciplinary action, and may be called upon to appear before the Board or Control or Formula Organiser, to answer the charges.**

The interpretation of these rules pertaining to race procedures or lap scoring positions will be decided by the appointed ORCi officials at the race event.

**Tyre buffing is allowed only by the use of a manual surform and the wheel/tyre must be still, ie not mechanically turning. The buffing of tyres in the pits on an electric motor in or on the back of the lorry/van or running on a car is strictly forbidden.**

## **STARTING POSITIONS**

Drivers must start in positions laid down by the Steward of the Meeting and in their correct grade (where applicable) at all times. Special dispensation to start at the rear of the grid will be made, only on application to the Steward of the Meeting, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the Steward of the Meeting's discretion.

## **STARTING POSITION WHEN CHANGING FORMULA**

It is normal practice, when a driver changes formula, that the racing manager will determine the grade of the driver by his capabilities. However, the following is a guide:

<b><i>Original Formula</i></b>	<b><i>Changing to Formula</i></b>	<b><i>Grade Status</i></b>
National Hot Rod	Any	Retain Grade
V8 Stock Car	Any	Retain Grade
Superstox	Any	Retain Grade
2.0 Litre Hot Rod	Any	Retain Grade
Stock Rod	2.0 Litre Hot Rod	Drop one grade
Stock Rod	Superstox	Drop one grade
1300cc Stock Car	Stock Rod	Retain Grade
1300cc Stock Car	Superstox	Drop one grade
Ministox	Adult Formula	White Grade

## **CLUTCH STARTS**

At all clutch starts the Starter shall satisfy himself that all drivers are ready on the Red Flag and are in a position where they can see the Start signal before dropping the Green Flag. Any driver moving before the green flag drops will be liable to immediate exclusion.

## **ROLLING STARTS**

In the case of a rolling start the drivers shall drive a preliminary lap or part lap as directed by the Steward keeping abreast in their proper positions and at a speed set by the pace car (if on track) / inside driver at the front of each grade who shall maintain the allotted gaps between grades or by the pace car on a restart. The race shall be started by the starter causing the starting flag to be dropped.

All drivers must keep rank, and must wait for the starting flag before commencing racing.

Any car unable to maintain the pace lap order due to clutch problems must start between the leader and the last car in order to avoid upsetting the start / restart.

Prior to the start, or re-start, a driver being too far in front or reducing speed on approaching the starting line, may be excluded or docked places at the discretion of the Steward of the Meeting.

## **START AND FINISH POINTS**

The start and finish of a race or an attempt at a record shall occur when any part of the car passes over the starting or finishing line. In the event of a blocked track, the finishing line shall be deemed to extend a reasonable distance in to the infield. In formulas where transponders are used, the Steward of the Meeting's decision is final.

## **RACE PROCEDURE and DISCIPLINE**

**No work may be carried out on any car at any time on the race circuit without the permission of the Steward of the Meeting. This permission may be communicated via the Clerk of the Course.** If a driver wishes to carry out work on a race car and that work can be completed within the regulations specified in these rules, the car must first be removed to a safe area within the arena. The driver must not under any circumstances, leave the confines of the race circuit during a race to perform this work.

After the first green flag of a race has been displayed, any car, having entered that race or any re-run/restart thereof, cannot receive attention from anyone other than the driver and then only when this can be achieved without assistance,

i.e. the handing of tools or parts over the safety fence / the carriage of spare parts or tools within the race car / the use of implements from within the arena whether they be part of another car or stadium items is forbidden. It is not permitted to transfer parts from a disabled car within the arena.

***In the event of cars becoming entangled, the track staff are permitted to disentangle them during a caution or stoppage and permit them to rejoin at the discretion of the Steward of the Meeting at the rear of the re-formed grid – this is not considered to be ‘outside assistance’. In all cases the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start of the race and may be officially disqualified from the race.***

In addition, cars being push started will not be deemed as outside assistance provided they were not the cause of the caution or stoppage.

***Please note that after the first green flag of a race, no additional cars are allowed to take part even if the race is a complete re-run. In addition, a car will only be eligible for the re-run/re-start if it was part of that particular race suspension or stoppage.***

Drivers who use their car to shield and protect an upturned or damaged car, will not be excluded when the race resumes at the discretion of the Steward of the Meeting, **and whenever possible will be re-gridded accordingly.**

Please note that the above Race Procedures may be varied via Supplementary Championship Regulations. These are only applicable to the following Championship races: World, British & European. The Supplementary Championship Regulations must be submitted to the ORCi Secretary at least 14 days prior to the event and will be published on the ORCi website and any formula specific website. The regulations must also be circulated in writing to all competitors within the event.

## **SIGNALS**

The following flag signals will apply in all races unless otherwise stated. At some tracks traffic lights may be used to further emphasise the flag signals.

The Start Marshal, Steward of the Meeting and Flag Marshals shall apply the following rules to the use of flags during racing :-

The **GREEN FLAG** indicates the start of the race and will remain until all competitors have passed the start line.

The **YELLOW FLAG** indicates danger as described below.

a) During the rolling lap the Start Marshal will show a yellow flag (covering the green flag).

The Start Marshal will begin the race by showing the GREEN FLAG.

(b) Waved yellow flag i.e. Race Suspension:

A Flag Marshal, wishing to inform the Steward of the Meeting of a serious incident or the presence of hazardous objects or material on the track shall do so by using their radio and/or an ‘open’ yellow flag held above their head, whereupon the Steward of the Meeting may introduce a Race Suspension. Co-ordination between the Steward of the Meeting, Start Marshal and Flag Marshals in these circumstances is critical.

In the event of a major incident (which includes a car rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Steward of the Meeting may bring the whole circuit under **RACE SUSPENSION** conditions, without the race being stopped (red flagged) by introducing waved yellow flags.

In the event of a wheel becoming detached from a car, immediate race suspension will be invoked.

On introduction of a race suspension. **ALL CARS MUST SLOW TO ROLLING LAP SPEED** (or stop where the lead car is so instructed) and get into single File. **THERE WILL BE NO OVERTAKING.** The single file grid may continue to circulate at 5mph (some circuits will implement the use of a Pace Car to control this speed). In some circumstances it may be necessary to bring the single file grid to a temporary halt under a race suspension (for example, to ease the movement of recovery/rescue vehicles). Such a temporary halt does not constitute a Red Flag Stoppage. Any driver unlapping them self or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race. In this situation, drivers are not permitted to leave the seat of their cars or have anyone touch their car.

It is essential that drivers are aware and make their mechanics aware that they will be excluded should their mechanics enter the arena at this time whether or not they receive assistance. Cars must restart in the same condition as before the Race Suspension.

In certain circumstances for safety reasons, the Steward of the Meeting may authorise an official to remove metal etc from a car during a race suspension. In this case this is not considered to be outside assistance.

In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of race suspension (yellow flags), lap down cars must remain in the position they occupied on the track at that time (not in positional order). The Steward of the Meeting is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race suspension.

During a rolling Race Suspension, manual lap scoring is suspended, and electronic lap scoring will utilise the 'non-counting' yellow flag system, to ensure that the appropriate number of racing laps are raced.

The race can only be restarted by the Start Marshal showing the green flag to the Race Leader. The green flag will be withdrawn after all cars have passed the Start Marshal.

The **RED FLAG** is used to denote that the race has been stopped. All drivers must, with care, slow down immediately and STOP as soon as possible. Cars will then remain stationary until the Clerk of the Course gives instruction to reform on the grid or leave the track, (see rule STOPPAGES).

The **CHEQUERED FLAG** indicates completion of the required number of laps. It will be the intention for all races to be run to their full published distance, wherever possible. The Chequered Flag shall be waved at the first driver to complete the race distance and held out until cars for paid and/or points places in the race have completed the race distance **or when all cars have crossed the finishing line on the 'chequered flag lap' (whichever is the sooner)**. Drivers having received the Chequered Flag must continue at race speed until the red flag in conjunction with the chequered flag is displayed, **otherwise they may incur a penalty**. Race conditions and rules apply until the red flag is shown with the chequered flag.

**RED & CHEQUERED FLAGS (waved together)** means the end of the race. All cars to slow down with care, to make their way to the Pit Gate. Any offence committed on track after this time will render the driver liable to a penalty.

The **BLACK FLAG** is shown to a car that has been disqualified and which must retire from racing immediately to the infield, with care.

The **BLUE FLAG** indicates to a driver that they must hold their line (inside or outside) as there is a much faster car behind that is trying to overtake. (Non Contact Formulas only). This flag will be given to a driver a maximum of 3 times. Thereafter, a **BLUE & WHITE STRIPED** flag will be shown which will indicate that the driver must give up their position to the car behind. Failure to do this will result in a black flag being shown – driver disqualified.

The **WHITE FLAG WITH A RED CROSS (X)** is a TECHNICAL DISQUALIFICATION FLAG. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield, with care.

The **WHITE FLAG WITH BLUE SPOT**. Used to warn drivers that there is oil or slippery fluids on the track. However racing may continue.

A **LAP BOARD** indicating the number of laps remaining to be completed must be displayed by the Start Marshal over a minimum of the last three laps.

## TRACK SIGNALS

Signal	Signalled By	Meaning & Action
Green Flag	Start Marshal	All clear to race
Green Lights on track perimeter	Steward	All clear to race
Black & White Chequered Flag	Start Marshal	Race winner
Red Flag	Start Marshal	Stop racing
Red Lights on Track Perimeter	Steward	Stop racing
Blue Flag shown with drivers' number on a black board ( <b>non-contact formulas only</b> )	Start Marshal	<b>Hold your racing line.</b> This signal will be given on instruction from stewards, by discretion of the Starting Marshal and will be used when the driver concerned is causing a good race to be unnecessarily held up.
Blue & White Striped Flag	Start Marshal	<b>Give up your position.</b> You have failed to give other drivers racing line and a fair chance to overtake or caused a good race to be held up. This signal is at the start marshals' discretion, not automatically given after a waved blue flag and only if the overtaking driver is making continued attempts to pass or being badly baulked.
The WHITE FLAG WITH A RED CROSS Is a TECHNICAL DISQUALIFICATION FLAG	Start Marshal	This is used to signal to a Driver that they have a problem with their car and Must Immediately Retire to the Infield.

Yellow Flag held stationary (not waved)	Track Marshals	Display in front of a stationary vehicle to warn drivers still racing that the driver of the stationary vehicle is still inside or is exiting his vehicle. Avoid this car but continue to race.
Waved Yellow Flag/Yellow Lights	Steward & Track Marshals	<b><u>Slow down</u></b> to no more than <b><u>15mph</u></b> to allow marshals to attend and remove a hazard. Do <b><i>not</i></b> overtake the car in front. Continue at 15mph until either the Green or Red Flags are shown. If, at any time, the pace car is on track, drivers must not overtake it, unless and until instructed to do so by the pace car driver.
White Board with Black Cross	Start Marshal	Driver has possibly committed an offence and may be dropped one or more positions at the end of the race.
Black Flag	Start Marshal	Disqualified - leave the track immediately.
White Flag with Blue Dot	Start Marshal	Warning! Oil or hazard on track - take care.

### **STOPPAGES (Red Flag)**

A race may only be stopped on instruction from the Steward of the Meeting, in the interests of safety or other contributory factors (Time Limit) etc. It shall be the intention, whenever possible, to run all races to a conclusion over the published race distance. The Promoter reserves the right to call a result AT ANY TIME.

The race may be stopped if the pits gate has to be opened to facilitate entry to the track of either an ambulance or breakdown vehicle, although this can also be done under a yellow flag at the Steward of the Meeting's discretion.

- a) **Drivers are not allowed to exit their cars whilst the race circuit is live i.e. under "green" racing conditions. This includes both drivers on the race track whose cars have become immobilised and those who retire to the infield who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a car needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a car and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe, they should indicate this to an official with the "thumbs down" signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start.**
- b) **If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain strapped in and with helmets on. Drivers who are in immobilised cars on other parts of the circuit may exit their cars whilst the race is suspended but must go into a designated area which is considered by the promotion to be the safest place to be whilst the race is live, which may well be off the track completely.**
- c) If any race is stopped after the first 3 laps then the race shall be restarted and run over the balance of laps outstanding to the leading car.
- d) In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of the race stoppage (red flags), lap down cars must remain in the position they occupied on the track at that time (not in positional order). The Steward of the Meeting is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race stoppage.
- e) In the event of no cars having completed more than 3 laps of the total distance, the race shall be re-run. Note that a temporary halt under yellow flags (caution) is not the same as a stoppage under red flags.
- f) The only cars permitted to take part in any re-run shall be those having taken part in any/all other restart(s) immediately prior to the stoppage. A car missing taking part in a restart shall not be eligible to compete in any subsequent restart of the same race.

### **DISQUALIFICATION and PENALTIES**

Drivers will be penalised (and may be disqualified) for unnecessarily cutting across the infield or for gaining advantage by leaving the track to pass an opponent. A penalty will be imposed for:-

- a) Unnecessarily cutting across the infield.
- b) Gaining advantage by leaving the track to pass an opponent. This will include the illegal use of kerbs.
- c) Breaking the rolling lap to gain advantage either by gaining places or by deliberately holding up the start.
- d) Leading a Start or Re-Start at too fast a speed.

A driver suffering a flat tyre may receive a technical disqualification (see above) at the discretion of the Steward of the Meeting, having due regard to the number of laps still to run.

If a driver is penalised for more than one incident during a race or a meeting, the Steward of the Meeting may, at their discretion, disqualify the driver from the rest of the meeting and/or report the driver to the Board of Control or Formula Organiser.

The offending driver may be fined or suspended from driving at future meetings, the amount and period to be decided by the appropriate Board of Control or Formula Organiser.



If a driver, convicted of an offence has a period of their ban suspended, that suspended ban is automatically triggered if the driver is found guilty of an offence of the same nature – i.e. On Track/Racing; Technical; or Behavioral.

## **FENCING**

A car shall be deemed to have been deliberately 'fenced' when one car has been in contact with the other when it hits the safety fence. This is also known as a 'Follow In'. The offending driver will be disqualified from the race and will be reported to their Board of Control or Formula Organiser for further action. This rule does not apply to full contact Banger racing.

Different classes of oval racing may have their own formula-specific rulings on Fencing.

## **END OF RACE**

A race shall be deemed ended when the cars for paid and/or points places in the race have completed the race distance or when all cars have crossed the finishing line on the 'chequered flag lap' (whichever is the sooner). Drivers must continue racing until the Red and Chequered flags are displayed together before slowing down. They must not slow down when only the chequered flag is shown. Drivers who do this may be penalised.

## **INTERPRETATION OF RULES**

Decisions of Officials on interpretation of the rules pertaining to race procedures or lap scoring positions, shall be considered Final. At all times, while on the track, a driver shall be deemed to be under Racing Rules.

## **AGE LIMITS**

### **Junior Formulas**

In Junior Formulas the upper and lower age limits are set by the organising Promoter or Association. i.e. In ORCi Ministox the lower age limit is 11 years and drivers must leave the formula prior to their 16th Birthday.

Other Junior formulas may have other upper and lower age limits determined by the organising ORCi Promoter or Association.

NB. All drivers under the age of 18 years must have their Licence Application guaranteed by the parent or legal guardian - proof of guardianship may be required.

### **Senior Formulas - Lower age limit**

All competitors in a Senior Formula must complete a Medical Self Declaration which is included in their Licence Application Form.

In all Senior Formulas the minimum age for competitors is set at 16 years. No competitor may participate in a Senior Formula prior to their 16th birthday.

NB. All drivers under the age of 18 years must have their Licence Application guaranteed by the parent or legal guardian - proof of guardianship may be required.

### **Senior Formulas - Upper age limit**

All competitors in a Senior Formula must complete a Medical Self Declaration which is included in their License Application Form.

Drivers who reach the age of 55 may, in certain formula, be asked to pass a Medical Examination conducted by their General Practitioner (GP) before applying for their License. Subsequent annual License applications do not require these Medical Examinations up to the age of 65 unless specifically requested by the ORCi.

All ORCi sanctioned Senior Formulas require drivers to pass a Medical Examination when applying for their License at the age of 65 years and over on an annual basis.

Any fees due for these Medical Examinations must be paid by the applying driver.

The Medical Examination should be carried out to a standard similar to that required for Life Insurance.

Competitors holding a current HGV license may use this as proof of Medical Condition.

Applications for a License by competitors over 55 years of age who have not held a license in the previous 5 years in the same or similar formula would not normally be granted.

In all cases the ultimate decision as to whether a driver is fit to hold a Competition License resides with the ORCi Promoter or Association.

## **SAFETY**

It is an offense for a driver to push, or work on his car within the arena while a race is in progress. Drivers abandoning cars during a race must either retire to the central safety compound or to a safe distance behind the safety barrier. It is the driver's responsibility to ensure that current health and safety legislation is adhered to when in the pits area. Special attention should be given to the Risk Assessments produced by the promoting company.

Tyre buffing is allowed only by the use of a manual surform and the wheel/tyre must be still, ie not mechanically turning. The buffing of tyres in the pits on an electric motor or running on a car is strictly forbidden.

**2018 Rules & Regulations For Officials & Licenced Drivers, Issue 2, Dated 2<sup>nd</sup> February 2018.**