



## General Rules of Racing

### **GENERAL**

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. Reference will be made in these rules to three types of racing. 1. **Non Contact** (Hot Rods, Stock Rods, Legends etc). 2. **Contact** (Stock Cars, Super Stox, Rebels etc). 3. **Full Contact** (Bangers, Bombers etc).

### **STARTING POSITIONS**

Drivers must start in positions laid down by the Steward 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, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the stewards discretion.

All race winners (where applicable) must start at the back of their grade for each subsequent race in any meeting. The onus is on the driver to take up this grid position and two places will be docked by the steward for each position out of the correct starting order, occupied at the start of the race. Championships with specific race formats will supersede this rule.

### **CLUTCH STARTS**

At all clutch starts the Starter shall satisfy himself that all drivers are ready on the yellow flag and are in a position where they can see the start signal before dropping the green flag.

Any driver moving before the green 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 inside driver at the front of each grade who shall maintain the allotted gap between grades. The race shall be started by the Starter causing the starting flag to be dropped at any time after the leading cars have passed the third bend.

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

No car must accelerate beyond rolling lap speed until the Starter has shown the starting flag.

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.

### **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'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 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 any race has been displayed, any car, having entered that race or any 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 and permit them to rejoin at the discretion of the steward on the rear of the re-formed grid.

In addition, cars being push started will not be deemed as outside assistance.

The primary cause(s) of the suspension/stoppage, shall be excluded.

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.

## **SIGNALS.**

The GREEN LIGHTS and GREEN FLAG indicate the start of the race and the green lights shall remain on for the duration of the race.

The YELLOW LIGHTS and YELLOW FLAG indicate danger as described below.

The starter, Steward and Flag Marshals shall apply the following rules to the use of lights and flags during racing :-

(a) During the rolling lap the lights will show yellow and the Starter will show a yellow flag (covering the green flag).

The starter will begin the race by showing the GREEN FLAG and immediately the GREEN LIGHTS will replace the yellow lights.

(b) Waved yellow flag and flashing yellow lights, i.e. Race Suspension:

A Flag Marshall, wishing to inform the Starter or Steward of a serious incident, or the presence of hazardous objects or material on the track shall do so by holding an indicator board or a yellow flag, 'open', above his head, whereupon the Steward may introduce Race Suspension. Co-ordination between Steward, Starter and marshals in these circumstances is critical. This may also be done by radio.

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 may bring the whole circuit under RACE SUSPENSION conditions, without the race being stopped (red flagged) by introducing waved yellow flags and flashing yellow lights. In the event of a wheel becoming detached from a car, immediate race suspension will be invoked. On introduction of race suspension ALL CARS MUST SLOW TO ROLLING LAP SPEED (or stop where the lead car is so instructed) and get into Indian File. THERE WILL BE NO OVERTAKING.

The single file grid may continue to circulate AT WALKING PACE (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 himself, 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 are liable to exclusion 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 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, see 10b). The steward 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 Starter showing the green flag to the Race Leader and simultaneously green lights will replace the yellow lights. The green flag will be withdrawn after all cars have passed the Starter.

The RED LIGHTS and RED FLAG are 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 10 stoppages).

The BLACK FLAG is shown to a car that has been disqualified and which must retire from racing immediately.

The BLUE FLAG indicates to a driver that there is a much faster car behind that is about to overtake. Non Contact Formulas only.

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.

The WHITE FLAG WITH BLUE SPOT. Used to warn drivers that there is oil or debris on the track. However racing may continue. Contact & Non Contact Formulas only.

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 all points places have completed the race distance. Drivers having received the Chequered Flag must continue at race speed until all places have been filled and the red flag is displayed. Race conditions and rules apply until the red flag which, when waved together with the chequered flag and red lights, denotes the end of the race. All cars to slow down and proceed to the exit gates. Any offense committed on track after this time will render the driver liable to suspension.

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

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

A race may only be stopped on instruction from the Steward, in the interests of safety or other contributory factors (Time Limit) etc.

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's discretion.

- (a) In the event of any car in a stopped race having completed more than 3/4 of the total distance, the race shall be deemed ended and positions awarded according to the last fully completed lap of each car. The car(s) causing the race to be stopped cannot be included in the result.
- (b) In any stopped race where no car has completed 3/4 of the total distance, the race shall be restarted and run over the balance of laps outstanding to the leading car.  
The cars shall be restarted in single file, rolling start, in the positional order and on the same lap as they were at the time of the stoppage. Positional order shall mean 1st 2nd 3rd 4th etc. Cars one or more laps down will continue the single file grid after the lead lap cars and will restart with these laps to make up on the lead car.
- (c) 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.
- (d) 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.
- (e) A driver is permitted to leave his car during a red flag period but any work performed must comply with the foregoing regulations.

## **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 Race Suspension at too fast a 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.

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.

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 Clerk of the Course, having due regard to preservation of the track surface, and the number of laps still to run.

## **FENCING**

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 a 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.

## **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.

## **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.

## **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.

## **AGE LIMITS**

No person under the age of 16 yrs will be issued with a license to race a Stock Car, Hot Rod, Banger or other senior formula. Junior Formula licenses will be issued to comply with the current ORCi legislation on age limits. No new license will be issued to any person over the age of 55, unless special dispensation has been granted by the ORCi in consultation with its insurers and the relevant sub-committee 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 drivers 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 of each track.

