

**CRIMOND STOCK CAR PROMOTIONS LTD**  
**RACING RULES & REGULATIONS**  
**2018**

Any 2018 updates/changes are in Red

08/02/18 – Amendment in Blue (Re- Driver licence).

Included in these rules are the ORCI rules of racing which may repeat/copy some of our own existing rules.

The company shall be run by a Chairman, Vice Chairman, Secretary, Treasurer and seven Ordinary Committee Members, who shall be elected at the AGM to be held at the end of the racing season; before the commencement of a new season.

Where possible at least one of the elected committee to be a Female to represent the Female drivers interests.

To keep some consistency with the running of the Club/Company, the new committee must contain at least 5 (five) Committee members from the previous year's committee.

A full list of current Committee members can be viewed in the sign-in office.

Committee meetings will be held on the first Wednesday of every month throughout the year, including during closed season. Items discussed will include driver queries and complaints, general racing and club issues, health & safety and any other relevant business.

The Committee shall meet at the close of every race meeting, (If required), to discuss any incidents on track which may require disciplinary action and complaints from the drivers involving that days race fixtures. (This meeting must involve at least 5 committee members)

Also, if information comes to light regards an event involving a Crimond driver that is deemed serious enough to warrant a Committee decision then a meeting shall be held out with the normal schedule.

Decisions taken at a meeting will be reached by voting on proposals, motion passed on majority votes. Where there is a tied vote, the Chairman will have the casting vote. A Committee member may abstain from voting if he or she can provide a legitimate reason for doing so. If a decision involves a Committee member or a close family member he or she must leave the meeting while the matter is discussed and a vote is taken.

Drivers should familiarise themselves with the various safety literature posted in the sign-in office in order to ensure maximum safety during race meetings.

**SAFETY RULES – PLEASE READ**

**THESE RULES APPLY TO ALL DRIVERS IN ALL FORMULAE.**

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ALL drivers MUST adhere to CSC safety rules. Penalties for failing to comply will result in removal from racing.

### **PIT AREA SAFETY**

Drivers must also ensure any persons present in pit area, mechanics, relatives, etc, behave in a safe, responsible manner and adhere to all applicable regulations.

Speed limit in the pit area is 5 mph. This MUST be adhered to at all times.

Passengers are NOT permitted on any race vehicle. (Unless in Grand parade of cars).

Drivers MUST NOT use the tarred through road for test runs. The Pit Area speed limit applies to all areas of Crimond Raceway with the exception of the track.

Non-tow vehicles are NOT permitted in the Pit Area, with the exception of race official's vehicles.

All tow vehicles MUST have a suitable working and sufficient, (Minimum), 2KG dry powder/CO<sup>2</sup> fire extinguisher fitted for use in an emergency.

Drivers must ensure when storing, handling and transporting fuel that they do so in suitable container and ensure no sources of ignition are present when handling/dispensing fuel.

Drivers are responsible for ensuring their car repair equipment is safe and fit for purpose and only worked by skilled personal this is to ensure incidents do not occur as a result of mishandling of equipment or equipment failure.

### **Smoking is not permitted in the pit area.**

### **DRIVER SAFETY**

Drivers are ultimately responsible for their own safety and are expected to act in a safe and responsible manner at all times and present their vehicle for racing in a safe and compliant state.

Drivers MUST present their vehicle for inspection by scrutineers, prior to signing in for racing with bonnets removed/opened before 2pm. (Drivers who are repeatedly late for this procedure will be subject to penalties at the discretion of the Committee).

Scrutineers will check vehicles in accordance with CSC/ORCI procedure. If a car is deemed non-compliant it will NOT be allowed to race until rule infringement is rectified and car is re-inspected and subsequently passed as safe for racing. **The Chief Scrutineer's decision is final.**

This inspection is based predominantly around safety features of race vehicle to ensure drivers are not putting themselves unnecessarily at risk by racing in unfit vehicles.

Drivers MUST sign in at office once vehicle has passed Scrutineers inspection, presenting scrutineer signed licence. Under no circumstances will a driver race without having signed in to do so. Drivers failing to sign in will not be awarded points or prize money and may also be subject to disciplinary action.

All safety equipment must be compliant with safety rules as per below;

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- **CRASH HELMETS;**  
**PLASTIC OR POLYCARBONATE HELMETS ARE NOT PERMITTED.**  
**ONLY FIBREGLASS, KEVLAR OR TRI-COMPOSITE HELMETS**  
**ALLOWED.**

Helmets must be of a minimum standard as directed by the ORCi;

1. FIA 8860-2004
2. Snell SA2005 & SA2010
3. SFI Foundation 31.2
4. E2205 European Standard helmet may be used in Fibreglass or Tri-Composite form only.

Any crash helmet inspected and found not to meet the above regulations, will have An ORCI fail sticker put on the helmet.

Further information is available at <http://www.orci.co.uk>

**CRASH HELMETS MUST BE WORN ON TRACK AT ALL TIMES.**

- **SAFETY BELTS**

A minimum 3 (THREE) point safety harness with the correct safety eye bolt anchor points MUST be fitted in all classes (unless otherwise stated).

- **WINDOW NETS**

Quick release window nets are compulsory, with the exception of Brisca F2, Road Going classes & Bangers.

Metal (meshing, etc.) may not be used as net may require to be cut with a knife in the event of an incident.

Purchase of a window net is recommended, however, drivers may produce their own from webbing or other suitable material, must be between 20mm (3/4") to 75mm (3"). Fish netting is not permitted to be used as a window net.

Drivers must not allow their arm or elbow to protrude through window aperture during racing. This will incur exclusion from race (black flag).

- **CLOTHING**

Flame retardant overalls and gloves MUST be worn at all times on track. Flame retardant balaclavas are compulsory in **ALL** Formula's, and must be worn when competing on the race track.

Race suits/boiler suits must be in good order with working fasteners and or zip and fit for purpose. Replacement of Proban type coveralls every 2-3 seasons is recommended to ensure flame retardant properties remain within fabric.

Gloves must be flame retardant and fit for purpose. Welding gloves are not permitted.

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Suitable footwear with ankle protection is strongly recommended.

**TRACK SAFETY**

This section details all rules applicable to ensure the safety of competitors, marshals, officials and any other persons present on track for the purpose of race activities.

**Drivers must be aware of their responsibility for the safety of themselves and others who may be affected by their acts or omissions.**

1. Drivers MUST obey ALL flag signals/lights (see below). Drivers who ignore flag signals during race procedure will receive a one race exclusion for first offence , 3 race exclusion for 2<sup>nd</sup> offence and a minimum of exclusion until end of season for 3<sup>rd</sup> offence;

<b>GREEN</b>	Start of Race – Shown by start and all track marshals.
<b>RED(Steady)</b>	Stop – Shown by start and all track marshals.
<b>RED (Waved)</b>	Stop Immediately
<b>YELLOW (Held Steady)</b>	Continue racing but be alert for obstruction on that section of the track. – Shown by all track marshals
<b>WAVED YELLOW or FLASHING LIGHTS</b>	Incident on track; possible injured driver or dangerous object. All cars must slow immediately to rolling lap speed (5mph). Overtaking is NOT permitted during this stoppage. Vehicles will line up single file behind race leader for re-start procedure. Shown by start and all Track marshals.
<b>BLUE</b>	Beware of faster cars approaching from behind. Drivers MUST remain in their racing line. Failure to do so will incur a Black Flag. – Only held by start marshal.
<b>BLACK</b>	Excluded from race. Only held by start marshal.
<b>BLACK &amp; WHITE CHEQUERED</b>	End of race shown by start marshal only, continue at racing speed until Waved yellow and or Red flag is shown by all marshals.
<b>Black cross on White background</b>	When shown to driver or drivers, they may have committed an offence but must continue to race and incident will be Reviewed at end of race and any punishments issued then. Held only by start marshal.
<b>WHITE FLAG WITH RED CROSS</b>	Excluded from race due to a technical fault with your vehicle that could potentially cause harm to yourself or others on track. Only held by start marshal.

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<b>WHITE FLAG WITH BLUE SPOT</b>	Be aware of large oil spills or debris, will NOT be used in Banger class. Held only by Start Marshal.
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2. Drivers must circulate at rolling lap speed (5mph) to commence race start procedure (Lining up).
3. Drivers must be aware of any persons on track during race start procedure and be aware of marshals/officials during any race incidents.
4. Any car or cars that are the primary cause of a race suspension or stoppage will be **Excluded** from that race, this applies to **ALL Non Crimond Raceway Formulae's**  
**See "Outside assistance rule" on page 8**
5. . If you are involved in an incident and require outside assistance, (First Aid), give the thumbs down signal to the nearest Marshal and wait in your vehicle until help arrives. If The First Aid personnel and Race Steward / Clerk of Course are satisfied you are fit to continue, then you will be permitted to enter the next race in your formula.

You are not permitted on track for ANY reason during race procedure and infringement of this rule will incur exclusion from racing.

6. It is illegal to deliberately strike a stationary vehicle or deliberately strike a drivers door area. Drivers door area is classed as:- The centre of the front wheel to the centre of the rear drivers door on four/five door cars, or, centre of rear driver side passenger window aperture on three door cars.
7. Officials have the right to exclude any competitor whom they deem to have acted in a dangerous manner or competing outside the rules of that formula.

### **GENERAL SAFETY**

- Mechanics and spectators are not permitted on the track without the permission of a race official.
- Drivers are not permitted to consume alcohol during a race meeting. The Club will execute random testing. Failed breathalyser testing will result in exclusion from racing and possible further punishment. Any driver can request a voluntary test, failure will result in exclusion from racing but no further punishment incurred. Any driver who refuses to participate in testing will be excluded from racing. Any claims against driver insurance are invalidated if alcohol use is suspected. PLEASE BE AWARE OF THIS ISSUE DURING WEEKEND MEETINGS

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- Illegal drug use within Crimond raceway will not be tolerated and a driver may be asked to participate in random drug testing. Any driver found to have used or be in possession of illegal substances will be excluded from Raceway (admittance in any form) for a minimum of 5 years.
- Female drivers must not participate in racing if they are or suspect they may be pregnant. You are placing yourself and your unborn child at unnecessary risk due to the added health issues created; first aid treatment differs and the First Aid personnel are not prepared to deal with such potentially difficult circumstances.
- Aggressive or violent behaviour will not be tolerated and drivers are responsible for the behaviour of mechanics and any other persons present on their behalf, such as relatives, friends, etc. Punishments for act of aggression or violence against any other persons within Crimond Raceway will be severely dealt with and drivers will be punished for the acts of persons there to aid or support them. Obviously drivers cannot be held responsible for “fans” behaviour. Each incident will be assessed and dealt with accordingly.

## **GENERAL RULES – PLEASE READ**

### **THESE RULES APPLY TO ALL DRIVERS IN ALL FORMULAE.**

This section details general rules and regulations.

#### **LICENCES**

ALL drivers competing at Crimond raceway must hold an ORCI driver licence, either issued by CSC Promotions Ltd or any other ORCI registered track or organisation before they can participate in racing at Crimond Raceway. A one- time only use day licence can only be purchased from CSC Promotions, apart from Brisca F2 & SSCA, “**NO**” other promotion day licences are permitted.

<b>FULL CRIMOND RACEWAY FORMULA LICENCE</b>	<b>£75</b>
<b>MINISTOX / JUNIORSTOX LICENCE</b>	<b>£60</b>
<b>DAY LICENCE</b>	<b>£30 + Admission fee</b>

If an existing 2018 Crimond raceway full driver licence holder re-news their licence for 2019 at the end of the 2018 season on or before December 31<sup>st</sup> 2018, they will receive a discount of £15 for a full licence and a discount of £5 on a Junior formulae licence. A day licence is required for Demolition Derby, if no other licence held, at same cost as a day licence listed above.

#### **GRADING**

Points are currently allocated to first ten (10) places;

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PLACE	POINTS AWARDED
FIRST	10
SECOND	9
THIRD	8
FOURTH	7
FIFTH	6
SIXTH	5
SEVENTH	4
EIGHTH	3
NINTH	2
TENTH	1

Roof colours are as follows;

<b>TOP EIGHT IN POINTS TABLE</b>	=	<b>RED ROOF</b>
<b>NEXT EIGHT IN POINTS TABLE</b>	=	<b>BLUE ROOF</b>
<b>NEXT EIGHT IN POINTS TABLE</b>	=	<b>YELLOW ROOF</b>
<b>REST OF COMPETITORS</b>	=	<b>WHITE ROOF</b>

This quantity of cars within each colour grading will only be applied when the number of registered drivers for that formula is greater than 28. If this number is not reached then cars will be split into grades on a month by month basis depending on drivers registered. Roof colours will be graded by an average points per meeting system in all formulae where this system is applicable.

Grading will be applied at the end of each calendar month during the racing season. (Hot Saloons will be graded after every two race meetings.)

Any driver returning from absence will return to last grade or championship position held for two (2) meetings or according to points gained.

Any driver winning two races at a race meeting will be automatically upgraded to the next higher roof grade for their next race. If a driver wins the first two races of a race meeting, their roof colour does not need to be changed for the third race but they will start at the front of their new grade.

Any car competing with incorrect roof or roof fin colour will start at the rear of grid, this will be allowed only once per vehicle throughout the season. Second offence will not be permitted to compete at all until roof or roof fin colour is corrected.

Complete roof of vehicle must be painted in correct grade colour. (Except Hot saloons where roof fin must be in correct colour).

Track Champion for previous year (2014) roof can be painted with a silver strip in centre; minimum of 10" (250mm) wide.

Open Scottish Champions can paint a St Andrews' cross on front of roof up to a maximum size of 16" x 12" (400mm x 300mm).

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## **STARTING POSITIONS**

All classes must produce a minimum field of 4 or more competitors for race 1.

Vehicles will line up on grid in roof colours, with the exception of visiting drivers, ladies race competitors and road going saloons.

Visiting drivers will commence race in their current roof grade order. After 2 visits to Crimond Raceway they will subsequently be graded as per Crimond points system.

Ladies race competitors and Road Going Saloons will commence race according to their position within Crimond points table.

Previous season track champion for all formula will line up at rear of grid for entire season regardless of points scored throughout season.

The only exception to this is for meeting whereby positions are gained through public drawing of numbers.

Race winners will commence subsequent races at that race meeting, from the rear of their roof grade. It is the driver's responsibility to carry out this. Failure to do so will result in driver being dropped two places for every car in grade they were in front of at race start.

## **OUTSIDE ASSISTANCE**

Once the pit gate has been closed at the beginning of race procedure a driver is not permitted any outside assistance from any persons other than officials or to leave his or her vehicle for any other reason than stated in safety rules. (Brisca F2's & some other National formulas can leave their car in a red flag condition only).

Breaching this rule will result in exclusion from the remainder of race.

A driver or drivers who are the primary cause of a race suspension will be excluded from the re-start of that race on the decision of Race Steward/Clerk of the Course.

## **Crimond raceway formulae's only rule below for 2017:-**

If a race is stopped in the first three laps and the race is red flagged and a complete re-start is called, the car or cars that caused the stoppage may re-join the re-start of the new race but at the rear of their respective grades. They **MUST** however not receive any outside assistance in re-joining. (bump or push starts are permitted). The decision on allowing any car to re-start will be made by the Clerk of the course or Race Steward. No other unauthorised persons or vehicles are permitted on track throughout race procedure.

## **NO REPAIRS ALLOWED ON TRACK DURING RACE SUSPENSIONS.**

## **LEAVING THE TRACK**

Any driver whose car has crossed the edge of the track is liable to exclusion unless such action is for the safety of other drivers and/or officials or is due to the action of another driver. Any driver, who continually drives in and out of the track safe areas to avoid contact in contact formulae races, will be excluded and further punishment issued.

Vehicles leaving the track through a barrier must re-enter as near as possible to point of exit without gaining places.

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## **RACECAR NUMBERS**

Numbers will be authorised and issued by CSC Promotions LTD.

Minimum size for roof fin numbers is 6"X 1" (150mmX25mm).

No two (2) cars within the same formula are permitted to have the same number.

When a driver is allocated a number they will retain that number for the remainder of season. Number will be retained for following race season unless the driver informs the committee they do not intend to return to racing.

The committee will re-issue any unused number after the second season unless the driver who wishes to retain number pays a fee of £45.

**See individual formula regulations for specific rules on number size, placing, colour, etc.**

## **FUEL**

Unless otherwise stated within individual class rules the only fuel permitted is that which you are able to purchase from any roadside garage.

Unleaded, Super Unleaded or Diesel.

LRP additive is permitted.

The maximum treatment rate is **ONE BOTTLE (250ML) to 20 LITRES OF FUEL.**

Millers CVL Turbo or similar, (Octane Booster), is **NOT** permitted.

**NO OTHER FUEL IS PERMITTED AND ANY COMPETITOR FOUND TO BE USING ANYTHING OTHER THAN STATED ABOVE WILL BE EXCLUDED FROM RACING FOR A PERIOD DEFINED BY THE COMMITTEE.**

## **FUEL COMPLAINT PROCEDURE:**

Any driver who wishes to lodge a complaint against another driver with regards to suspected non-compliant fuel/ fuel additive must deposit £200 cash with the committee to cover the cost to the club for fuel testing. If fuel sample is found to be legal this cost will be incurred by the complainant and the deposit will be retained by CSC Promotions.

If fuel sample found to be non-compliant then the deposit will be returned to the complainant and offending driver will be fined £200 and subject to further punishment.

## **COMPLAINTS PROCEDURE**

Complaints **MUST** be made on the correct form, available from the sign-in office, within 30 minutes of race meeting conclusion. Only complaints / appeals by drivers involved in complaint incident will be considered.

Drivers who feel an incident has been insufficiently dealt with on track **MUST** submit complaint for official analysis. **ALL** sections of this form must be completed by driver in order for the complaint to be valid.

On no account will a single committee member be approached to broach a complaint.

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Aggressive or violent behaviour towards any CSC official will not be tolerated and will be severely dealt with. Complaints brought to the attention of the committee in this manner will be dismissed.

The complaint forms will be returned to sign-in office with an official response for the complainant to view at the next available opportunity. You may request to retain a copy of this.

Complaints which involve any part of a vehicle to be dismantled must be accompanied by a £150 deposit from complainant to cover cost of this procedure and part requiring scrutiny must be stated with brief explanation of reasoning behind complaint.

If complaint is approved by committee, the indicted vehicle will be sealed by technical scrutineer for further examination.

If complaint is unfounded £150 deposit is given to indicted driver to cover any costs incurred as a result of work required to examine suspect part.

If complaint provides evidence indicted driver has non-compliant parts on his vehicle, the deposit will be returned to complainant and disciplinary procedure will begin.

As of the 2009 season, the Committee Board Of Control, (CBOC), shall meet at the close of every race meeting to discuss any on track incidents which may require disciplinary action and complaints from the drivers regards that days race fixtures. (This meeting must involve five, (5), committee members, one of which must be a senior track official from that days racing).

An appeal can only be brought to the committee where valid grounds for said appeal are apparent. Only video evidence taken from official recording is admissible in an appeal.

## **2017 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.

**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.

### **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.

### **CLUTCH STARTS**

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At all clutch starts the Start Marshal 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 of the Meeting, keeping abreast in their proper positions and at a speed set by the inside driver at the front of each grid and/or grade and shall maintain the allotted gap between grades where applicable.

The race shall be started by the Start Marshal causing the starting flag to be dropped at any time after the leading cars have passed the 4th bend. The lead car may slowly increase speed between bends 3 and 4.

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

No car must accelerate beyond the rolling lap speed set by the lead car until the Start Marshal 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 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 re-join 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.

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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).
- b) The Start Marshal will begin the race by showing the GREEN FLAG.
- c) (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

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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 (recommended within one quarter of a lap). Cars will then remain stationary, to neutralize the track, until the Clerk of the Course gives instruction to reform on the grid or leave the track, (see rule STOPPAGES). Failure to comply with a red flag could result in exclusion.**

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. 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.

### **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.

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- a) 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.
- b) 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.
- 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 be authorised by the Steward of the Meeting.

## **SAFETY**

It is an offence for a driver to push, or work on his car within the arena while a race is in progress. It is the driver's responsibility to ensure that current health and safety legislation is adhered to when in the pits area.

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

## **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**

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A race shall be deemed ended when the cars for paid and/or points places in the race have completed the race distance. 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.

## **FREQUENTLY ASKED QUESTIONS**

### ***What should I do if I am stationary on track during a race?***

Firstly, look out for a marshal and signal that you are not injured with a "thumbs up". If you are injured and need assistance give the thumbs down signal, if possible. If eye contact is made with the marshal, and no signal is given, then the marshal will assume that you're injured and this information will be relayed to race control.

Don't give a thumbs down signal if you are not injured but feel that you're in a dangerous situation - this decision will be taken by the Steward in Race Control.

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Any driver who is the cause of a caution or stoppage cannot take part in the re-run. Drivers who sustain injury or suspected injury must be passed fit by the medical team in order to take further part in the event. Drivers who feign injury in order to get a race stopped will be loaded up from the event.

During a race, you must not exit your car whilst on track or on the infield. The only exception to this is when you are in extreme danger within the car, for example in the case of fire. In this case you must exit the car with extreme care, always remembering that there is a danger of other competitors on track. You should then make your way to the nearest Safe Area. These designated 'Safe Areas' will be identified at the driver's pre meeting briefing or written Drivers Instructions.

When you remain in your car on the track, keep your harness and helmet on, until the end of the race or until the race is cautioned or stopped. You should then make your way to a designated Safe Area as noted above

***What should I do if I need to stop my car because of mechanical failure during a race?***

Retire to the Infield as soon and as safely as possible. When you have retired to the infield, remain in your car, keeping your harness and helmet on. You must not get out of your car even under yellow or red flag stoppages, just remain in your car, until the end of the race.

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## **Crimond raceway DISCIPLINARY PROCEDURE**

Disciplinary action may be taken for a number of reasons, a list is provided for more serious racing offences on the last page of this handbook.

In any instance of disciplinary action against a driver, he or she shall be informed in writing of the punishment issued being reached by the committee. A driver has the right to appeal against this decision.

Technical Scrutineering will be on a completely random basis and will involve thorough technical inspection.

Drivers may be asked to submit their engine for Scrutineering at any time. Compensation for gaskets and oil will be made providing the engine is to regulation standard for its formulae.

Refusal to allow this process after racing will result in driver suspension until the engine had been inspected and subsequently passed.

Drivers who are found to have non-compliant vehicles will be punished with a MINIMUM of four (4) race meeting ban up to a MAXIMUM of fifteen (15) race meetings. Track championship points will be removed and the return of prize money may be required. This will be at the discretion of the committee.

Suspension Rule; Drivers who are guilty of any rule infringement will be subject to suspension from racing. CBOC will convene at close of race meeting to discuss any potential punishments and deliver any suitable punishments where appropriate. Where infringement is likely to result in a long term punishment (such as a Category 3), this will be taken to next full committee meeting for discussion. The driver will be suspended from racing until matter is resolved.

Category 3 punishments; Excluded driver MUST appear before current committee prior to re-issue of licence.

## **GENERAL RACE RULES**

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Cars which compete in non-contact formulae will have to stay within white markers on centre of track to ensure they stay committed to particular racing line in and out of corners to ensure accidental contact does not occur. If two cars enter a corner side by side, the car on the inside must remain on the inside area of white lines and same applies for car on outside area. This only applies on corners.

Drivers who deliberately break this rule will be suitably punished. This rule is in place to ensure minimum accidental contact within the non-contact classes. All incidents will be carefully considered by marshals before any punishments are issued.

Competitors found to have jumped start will have 2 points per place gained removed from points gained in that race. Repeated violations of start rule will result in further punishment.

Race car Bonnets/Boot lids & Tailgates' MUST be in place at all times during race procedure.

Medical attention; Any driver who receives medical attention and is advised by medical staff not to take any further part in racing for that day MUST NOT participate in any way for the remainder of that race meeting. Failure to comply with this rule will result in further punishment. CSC insurance will be invalidated and you will not be entitled to any compensatory monies if injury is sustained.

Team racing is NOT permitted at non team events.

### **GENERAL CLUB RULES**

No members of CSC Promotions LTD can participate in unauthorised practice, out with designated practice periods. This is a serious safety issue as there are no marshals or first aid personnel present in the event of an incident. Anyone found to have participated in unauthorised practice will be subject to punishment.

A driver in any formula is only permitted to field ONE car per meeting and drive ONE car per meeting, no car sharing permitted. (Ladies races, special meetings & End of season Fun meeting are exempt).

At two day race meetings, Bangers drivers can have different cars on both days

The minimum age for all formulae is 16. Ministox/Juniorstox & Brisca Micro F2 being the exception to this. Ministox/Juniorstox age group being 11 to retirement from the junior formulae on their 16<sup>th</sup> Birthday.

Brisca Micro F2 formula age limit is 6 years to 11 years old.

To be eligible to vote at CSC Promotions LTD AGM a driver must hold a full drivers licence and have it with them at the AGM to be eligible to vote. A driver who cannot attend the AGM can give his/her licence to another person who does not hold a current full licence to cast their vote. One person, One vote only permitted.

Any driver can compete in the Norman Cowie memorial trophy and the Horn Hill Crew RGS meeting; however, only drivers who have competed in the 3 previous race meetings will be eligible to collect any trophies won.

Drivers and competitors are expected to use litter bins provided. Drivers WLL be fined £5 if area where they have been situated is found to be littered. Car parts MUST be

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removed from raceway, regular infringements of this rule will result in driver being excluded.

**VEHICLE SPECIFICATIONS – MANDATORY FOR ALL  
FORMULAE**  
**PLEASE READ AND ENSURE YOU COMPLY**

**YOU MUST ALSO ENSURE YOU COMPLY WITH THE RULES  
RELEVANT TO THE FORMULA IN WHICH YOU WISH TO  
COMPETE; REFER TO RELEVANT SECTION WITHIN THIS  
HANDBOOK.**

**FAILURE TO BE AWARE OF ALL RULES WHICH APPLY MAY RESULT IN  
YOUR EXCLUSION FROM COMPETING AT CRIMOND RACEWAY DUE TO  
NON-COMPLIANT VEHICLES.**

No modifications can be made to standard vehicle parts unless specifically stated within relevant formulae specifications.

Mirrors are allowed up to 8” (200mm) x 5” (130mm). Glass mirrors must be framed.

Access hole must be cut in bonnet approximately 3” (80mm) in diameter close to the carburettor intake unless vehicle is open fronted.

All cars must be fitted with a minimum of one car type exhaust silencer. This must be in place at the beginning of each race meeting. If exhaust silencer is damaged or broken off from car during race meeting every effort should be made to rectify problem prior to continuing to race.

All driver and passenger air bags and bag release controls housed in steering wheels must be completely removed from competing vehicles.  
Road going saloons are excluded from this rule, see RGS specifications for further information.

## **Crimond raceway Driver Punishments**

Crimond raceway formulae’s are classed as follows,

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**Non- Contact:** - Hot saloons, National Hot Rod's, Road Going Saloons, and Brisca Micro F2's  
**Contact:** - Saloonstox, All Banger formulae's, Juniorstox, Ladies Saloonstox, Ministox, Brisca F2.

Brisca F2 is governed by the ORCI / BOC for any driver punishments issued.

Any driver, who receives a ban in non- contact formulae, will be banned from **ALL** non- contact formulae's. Any driver who receives a ban in a contact formula will be banned from **ALL** contact formulae's. A Driver may be banned from both contact & non- contact formulae's depending on the incident circumstances.

Any driver who receives a ban for physical violence **Will** be banned from **ALL** formulae's and at the committee's discretion, may also be banned from attending Crimond raceway.

Any Junior formulae driver who receives a ban that continues past their retirement from that Junior formulae, will carry remainder of said ban into any of the senior contact formulae's that they may wish to compete in, but are also subject to above physical violence rule.

As stated in the general rules, the Committee Board of Control, (CBOC), will meet at the end of each race meeting to discuss any Category one, two and three incidents and confirm and or issue driver punishments as required.

As Crimond is now a member of the ORCI, **ALL** category three punishments/driver bans, will apply to all other ORCI registered tracks and will be reported to the ORCI Board of Control. Any driver who receives a national ORCI driving ban and wish's to appeal the ban must appeal to the ORCI with £100 and an appeal letter.

Examples of incidents listed below, are only for reference to drivers on punishments issued and will be added to or changed as the committee see fit. Any additions or changes to examples will be posted in track office.

## **Category One Incident:-**

<b>Offence</b>	<b>Example</b>
Avoidable use of infield / safe areas,	Deliberately driving into safe area's / infield to avoid contact from fellow competitors, in contact formulae's.
Jumping start's & re-start's,	Moving of at racing speed before green flag has been waved & passing fellow competitors before green flag waved.
Ignoring an official's race control flag,	Ignoring a waved yellow flag during a race suspension, ignoring a Black flag, Or a Technical Disqualification flag, and repeated ignoring of blue flag.

**Category One** are minor incidents and punishments can be issued by on track officials on the race day. Minimum Punishments can be from, dropped race positions / removal from results and or loaded up for remainder of race meeting with a Maximum of a **Three**, (3), race ban, for first time offenders. Repeat offenders can receive up to Multiples of the Maximum punishment.

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## Category Two Incident:-

Offence	Example
Hitting Stationary Car,	Hitting Stationary car at Speed.
Deliberate contact, (Non-Contact Formulae's)	Gaining race positions by deliberate unfair contact on other drivers, either by pushing wide and / or spinning out other drivers.

**Category two** are Intermediate incidents and drivers will be suspended from racing and reported to the CBOC for punishment. Minimum punishment is from **three**, (3), race ban up to a Maximum of a **Nine**, (9), race ban.

## Category Three Incident:-

Offence	Example
Dangerous or Irresponsible driving.	Driving deemed to risk the safety of officials or fellow competitors either on the track or pits areas
Threatening and or Aggressive behaviour towards, Spectator, Driver or Official.	Including threatening, physical and verbal abuse
Physical violence against, Spectator, Driver or Official.	Any physical violence
Deliberate follow in on fellow competitor.	<b>A Follow in is defined as:</b> - "Picking up a car at speed and running it into a Barrier, Stationary car or Obstruction, without turning away."
Ignoring an official's race control flag, classed as a <b>Serious Breach of Racing Conduct where the safety of other competitors, officials or spectators is considered at risk.</b>	<b>Any driver who continues to cause contact to other competitors, while officials and or drivers are on track during race suspension, (Waved yellow flags), and or race end, (Red waved Flag).</b>
When a driver deliberately drives into and or rams a driver's door	<b>Drivers door defined as :-</b> The centre of the front wheel to the centre of the rear driver's side door on four / five door cars, or centre of rear driver's side rear passenger window aperture on three door cars.

Category Three are Major incidents and drivers will be suspended from racing and reported to the CBOC for punishment. Minimum punishment is from, a **SIX**, (6) race ban, up to a (Maximum), **Five**, (5), year ban for first time offenders. Repeat offenders can receive up to a life time ban.

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