

CRIMOND STOCK CAR PROMOTIONS LTD
RACING RULES & REGULATIONS
2021

Any 2021 updates/changes are in Red

The Orci rules of racing and driver safety equipment which Crimond raceway operates under are listed in separate documents on the Crimond raceway web site or are available as below.

ORCi 2021 Driver Safety Equipment Specification Regulations The "Driver Safety Equipment Specification Regulations" are a common set of regulations, produced by the ORCi, governing the safety equipment used by drivers, and applicable to all ORCi sanctioned formulas.

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

Drivers should regularly consult the ORCi website for the latest applicable regulations and updates:

ORCi Website Technical Section: <http://www.orci.co.uk/Content/Technical>;

ORCi Website Home-page: <http://www.orci.co.uk/Home>;

Follow the ORCi on Social Media: Facebook - @OvalRacingCouncilInternational Twitter - @orc_int

The company, CSC Promotions Ltd, 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 or off, 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)

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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.

Alcohol and Substance misuse Policy

The ORCi is committed to assist with the health and safety programs and procedures for its Members.

This policy provides guidance to Members for all those affected by its activities, including drivers, employees, workers and volunteers as well as members of the public present at Members events.

The aim is to assist its Members to take all reasonable steps to mitigate the risk of injuries or incidents occurring due to individuals suffering from the effects of alcohol or substance abuse by providing the following guidelines:

- Promoting a zero tolerance policy; prohibiting drivers and ORCi Officials from the drinking of alcohol and the use of illegal substances prior to and during participation at race meetings
- ORCi Members will take all reasonable steps to prevent drivers competing if they are considered to be unfit and/or unsafe to partake as a result of alcohol consumption or substance abuse.
- Members will undertake random alcohol and drug testing during the course of each race season.
- Members will inform drivers at each Driver's Briefing of the policy that failure of any of the tests will result in no further participation being allowed at that event and will also result in the failed test being advised to the ORCi which may result in non-random tests being carried out at other tracks
- Members will update their own policies to incorporate above

This policy provides guidance for drivers and ORCi officials, in regard alcohol or substance abuse, each Member is responsible for their own policy relating to their remaining employees, workers, volunteers etc.

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 ensure any persons present in pit area with their race team, mechanics, relatives, etc, behave in a safe, responsible manner and adhere to all applicable regulations. Any children with a race team MUST be with a responsible adult at all times. NO Unaccompanied children and children are not allowed to use any type of toy Scooter and or Buggy or similar toy in the pit area.

Speed limit in the pit area is at a walking pace. 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 or spectator's cars 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/CO² 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. A smoking point has been set up at the scrutineering shelter.

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.

A personal Raceiver MUST be used by all drivers in 2021, (Banger formula's in 2022) by all ORCI sanctioned formula's. This must be set on channel 952 – 461.8875 freq if not pre-set. This is to permit the meeting officials to have direct contact with the drivers. A driver MUST have a fitted and working raceiver whenever they enter the track to race. Failure to do so will see the driver excluded from that race.

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Drivers MUST present their vehicle for inspection by scrutineers, prior to signing in for racing with bonnets removed/opened before 1.30 pm. (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. When signing in a driver will be issued with a wrist band which they must show to the pit gate marshal when entering the track to race or practice. **No** wrist band **No** race or practice. 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.

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 2nd offence and a minimum of exclusion until end of season for 3rd offence;

| | |
|--|--|
| GREEN | Start of Race – Shown by start and all track marshals. |
| RED(Steady) | Stop – Shown by start and all track marshals. |
| RED (Waved) | Stop Immediately |
| YELLOW (Held Steady) | Continue racing but be alert for obstruction on that section of the track. – Shown by all track marshals |
| WAVED YELLOW or FLASHING LIGHTS | 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. |
| BLUE | 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. |

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|--|--|
| BLACK | Excluded from race. Only held by start marshal. |
| BLACK & WHITE CHEQUERED | End of race shown by start marshal only, continue at racing speed until Waved yellow and or Red flag is shown by all marshals. |
| Black cross on White background | 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. |
| WHITE FLAG WITH RED CROSS | 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. |
| WHITE FLAG WITH BLUE SPOT | Be aware of large oil spills or debris, will NOT be used in Banger class. Held only by Start Marshal. |

2. Drivers must circulate at rolling lap walking pace speed 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.
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 driver's 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.

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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.
8. **Drivers who may break down during a race and pull into safe areas of the track, MUST stay in their cars till end of race or can only exit their cars if instructed by track staff or a driver suspects fire in their car then they may exit the car when it is safe to do so, otherwise they must stay in their cars during a race. If a driver is instructed to vacate their car during a race suspension, they MUST leave the circuit by the pit gate and only return to their car when instructed to by the pit gate Marshal.**

GENERAL SAFETY

- **Mechanics and spectators are not permitted on the track.**
- **Drivers are not permitted to consume alcohol or drugs during a race meeting. The latest ORCI policy on Alcohol & Drugs is listed at the start of these rules. A Failed breathalyser or drug test will result in exclusion from racing and further punishment issued. Any driver who refuses to participate in testing will be excluded from racing and further punishment issued. Any claims against driver insurance are invalidated if alcohol or drugs use is suspected. PLEASE BE AWARE OF THIS ISSUE DURING WEEKEND MEETINGS**
- **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.**

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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.

| | |
|--------------------------------------|---------------------|
| FULL CRIMOND RACEWAY FORMULA LICENCE | £75 |
| MINISTOX / JUNIORSTOX LICENCE | £60 |
| | |
| DAY LICENCE | £10 + Admission fee |

If an existing 2020 Crimond raceway full driver licence holder re-news their licence for 2021 at the end of the 2020 season on or before December 31st 2020, 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;

| 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;

TOP EIGHT IN POINTS TABLE = RED ROOF

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| | | |
|----------------------------|---|-------------|
| NEXT EIGHT IN POINTS TABLE | = | BLUE ROOF |
| NEXT EIGHT IN POINTS TABLE | = | YELLOW ROOF |
| REST OF COMPETITORS | = | WHITE ROOF |

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 Crimond formulae 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 if stated different in that formulae rules and Hot Saloons, where roof fin must be in correct colour).

Track Champion for previous year (2019) 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).

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 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 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.

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Starting procedure

Brisca F2, Saloonstox, and Hot Saloons will have a rolling start. **For 2021, All Banger Formula races, apart from Lady Bangers, will have a short rolling start.**

ORCI Ministox, Brisca Micro F2, National Hot rods will have a standing start.

Any visiting formulas will use their normal start procedure.

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.

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.

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.

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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:-

Any 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 a Driver in order for the complaint to be valid.

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

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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.

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 these rules.

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:-

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

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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 the race start or a re-start will have 2 places added to their race finish final position for every car that they passed when they jumped the start or re-start. Repeated violations of start rule will result in further punishment.

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

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.

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 may 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 16th Birthday.

Brisca Micro F2 formula age limit is 7 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.

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Crimond raceway

Driver Punishments

Crimond raceway formulae's are classed as follows,

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

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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:-

| Offence | Example |
|---|---|
| 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.

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. |

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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. | A Follow in is defined as: - “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 Serious Breach of Racing Conduct where the safety of other competitors, officials or spectators is considered at risk. | 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). |
| When a driver deliberately drives into and or rams a driver’s door | Drivers door defined as :- 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. Major punishments may also be reported to the ORCI for inclusion in the Orca National Banned driver list. 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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