

UK OVAL TRACK LEGENDS

SUPPLEMENTARY RULES - 2015

(THESE RULES TO BE READ IN CONJUNCTION WITH CURRENT US LEGENDS CARS INTERNATIONAL RACING RULE BOOK)

BOOKING IN TO RACE

Drivers are requested to book in by Tuesday of the week of the meeting, if possible. This assists in website advertising for that meeting. We will accept bookings up until **Thursday 4pm** and all driver bookings up to this point will be included in the formation of grids.

Drivers booking after this time will be required to start all heats at the rear of the main grid.

CANCELLATIONS

Having booked to race, you are required to officially cancel your booking if you are unable to honour it. ***The only options for this are : Leave a message on the booking line, send a cancellation email to the booking line, or under exceptional circumstances you may text, Paul Fiore 07785 275 157, Paul Gerrard, 07736 805 537 or Peggyann Lilley 07759 715 876.***

Drivers that arrive at a race meeting and refuse to race (unless due to a proven mechanical issue), will be treated as a non-cancellation of booking.

Drivers who fail to cancel will be fined £30, payable prior to the next meeting.

POINTS SYSTEM

All heats score points as follows-

1st - 200, 2nd - 175, 3rd - 155, 4th - 140, 5th - 130, 6th - 120, 7th - 110, 8th - 100, 9th - 90, 10th - 80, 11th - 70, 12th - 60, 13th - 50, 14th - 40, 15th - 30.

20 points for all other finishers, 10 points for all other starters but non-finishers

All finals score points as follows-

1st -300, 2nd - 275, 3rd - 255, 4th - 240, 5th - 230, 6th - 220, 7th - 210, 8th - 200, 9th - 190, 10th - 180, 11th - 170, 12th - 160, 13th - 150, 14th - 140, 15th - 130

120 points for all other finishers 20th - 120 Non finishers receive 110 points.

Non-starters do not score and any disqualified driver does not score.

Where Final grids are constructed using points gained from heats, in the event of a tie on points, the highest points scored in a drivers first heat will be used; if they are the same, then the fastest lap time in the first race counts.

At meetings deemed to be "demonstration only meetings" (i.e. Yarmouth, Eastbourne, Wimbledon), drivers will be awarded points for each race based on the number of points

available for that race, averaged across the drivers to the nearest five points which will be added to their Championship score.

GRADING

The grading will be based on Race Average which will be calculated after each meeting.

The Race Average is based upon the average per meeting on a 700 points basis (2 heats + Final). If a meeting allows a different maximum number of points possible, then the average for that meeting will be adjusted accordingly.

For the first three meetings of a season for each driver, the average is restricted not to drop below 70% of the drivers average at the end of the previous season and not to increase more than 150% of the drivers average at the end of the previous season.

After a driver has competed in three meetings then the average will be calculated based on the number of meetings raced and not restricted. 'Demonstration' designated meetings will not be part of the race average calculation.

Drivers will be graded as follows; however the grader is given the authority to amend the number of drivers in each grade, Red and below.

| | |
|----------------------------|--|
| <i>SUPERSTAR</i> | <i>Points Champion, British Champion, National Champion European Champion, Points Leader, Highest Average</i> |
| <i>RED</i> | <i>Balance remaining of 8 drivers with Superstars</i> |
| <i>BLUE</i> | <i>Next eight drivers</i> |
| <i>YELLOW</i> | <i>Next eight drivers</i> |
| <i>WHITE</i> | <i>All remaining drivers that are not Rookie status</i> |
| <i>PROBATIONARY</i> | <i>(See Disciplinary)</i> |
| <i>ROOKIE</i> | <i>Those drivers in their first three POINTS scoring meetings</i> |

A driver that has not competed for three meetings will become an 'Inactive Driver' and will be removed from the published grading list. The driver will retain his average for future use.

Returning drivers will return at the current grade based on their previous average.

ROOF COLOURS/GRADING STRIPES

Drivers are required to display their grading colour as stripes on the sun visor/front of their roof. In the case of Superstars, drivers may fit two flashing amber lights to the front of their roof, otherwise their grading stripe should be the traditional red/blue/white

In addition the current points leader should display a SILVER stripe on the sun visor/front of the roof and the current highest average should display the Superstar grading stripe should be the traditional red/blue/white.

Championship holders are required to paint their roof as follows :

| | | |
|--------------------------------|-----------------|--|
| <i>Points Champion</i> | <i>-</i> | <i>WHOLE ROOF SILVER</i> |
| <i>British Champion</i> | <i>-</i> | <i>WHOLE ROOF BLACK & WHITE CHEQUERED</i> |

National Champion - GOLD STRIPE DOWN THE CENTRE OF THE ROOF
European Champion - WHOLE ROOF RED & YELLOW CHEQUERED

For a first offence in respect of any of the above requirements, the penalty is a rear of the grid start and for a 2nd offence, an exclusion from the meeting.

Please note that the only Championship roof colours are as above and no other Championship sign writing is allowed on the roof.

CHAMPIONSHIPS

There are three Official Championships as follows:

NATIONAL
BRITISH
EUROPEAN

Qualifiers will be taken from the current points chart from the Promoters discretion based on the number of cars required.

The grids for the above meetings will be drawn "from the hat" with reverse grids. The Championship race will be started in points order gained from the heats, highest at the front of the grid.

ROOKIE DRIVERS

New drivers will be allocated Rookie Status and will start from the rear of the field for their first three point scoring meetings.

Rookie drivers are to display a black cross on the rear of their car and this should remain for their three meeting probationary period.

Following three meetings as a Rookie, the Race Director/Steward of the Meeting will decide if driving standards have reached an acceptable level for a driver to move forward into a graded position. In addition to the driving standards over those first three meetings, the number of racing laps completed will also be taken into consideration. For example, if a driver has competed three times, but literally only completed a handful of laps, then the driver may well not be granted the right to move forward into the normal grading system. In such cases, the driver will termed 'Probationary' and will grid behind the normal graded drivers, but ahead of any Novice drivers. The driver will remain on probation until such time that the Race Director considers the driver has displayed an acceptable level of driving standards. During this period, the black cross should remain on the rear of the car.

Rookie drivers cannot compete in an official Championship

PROBATIONARY DRIVERS

In addition to Rookie drivers becoming Probationary drivers before graduating into the full grading system, drivers who display considerable concern with their driving standards may be placed on 'Probation' for a period of time. The driver will remain on probation until such time that the Race Director considers the driver has displayed an acceptable level of driving standards.

STARTS

Format for starts is as follows

- There will be one rolling lap
- Rolling lap to be dictated by Pace Car
- All cars to start off at the same time when rolling lap commences
- Cars are not allowed to accelerate/decelerate whilst on rolling lap
- The front inside car of each grade should maintain the gap from the grade ahead
- There must be NO ACCELERATION until the green flag drops at which point the cars should "burst into life".

Starts will be further controlled by instruction from the Raceceiver

Any car deemed to have "jumped the start" may be disqualified by the Steward of the Meeting however this disqualification will not attract "bad boy" points.

If, in the opinion of the Steward of the Meeting a driver is out of position on the rolling lap then he may be disqualified and there can be no appeal.

RACE FORMAT

Heats to be lined up reversed grid within grades.

Finals to be lined up in points gained order within grades, highest to the front.

Drivers cannot swap programmed heats under any circumstances. Drivers must compete in their allocated heats irrespective of situation as per the published grids.

GRIDS

If a driver is missing from the heat grid the following car may move up and take that place only if instructed by the Race Director.

The Steward of the meeting has the right to move outside gridded cars to the inside if the grid is imbalanced due to missing drivers in the heats only. – Please note that this is **NOT APPLICABLE AT CHAMPIONSHIP MEETINGS**

Drivers should not move unless instructed by the Steward.

RACE STOPPAGES

If you are deemed to be the primary cause of the stoppage of a race, you will be excluded from any possible re-start, but this will not attract Bad Boy Points.

RED FLAG

When a Red Flag is instigated drivers are required to stop as quickly as possible AND MUST NOT OVERTAKE ANY OTHER CARS, but in a safe manner. We would expect this to be within ¼ of a lap.

Drivers must remain stationary until such time that they are instructed to do otherwise. Please be aware that individual drivers may be asked to move, to assist access to an incident, however this does not mean that all cars can then move. You should listen for instruction from your Raceceiver and direct instruction from a race marshal.

Following a red flag incident the re-start of the race will be THE SAME AS A YELLOW FLAG RE-START. (Back markers stay in place).

All drivers that overtake under a red flag will automatically be EXCLUDED from the race, but this will not attract 'Bad Boy' points.

In all cases the Steward of the Meeting's decision will be FINAL.

YELLOW FLAG CAUTIONS

All cars to single file themselves; there must be NO OVERTAKING WHATSOEVER. This is irrespective of your race position. Lapped cars are not allowed to unlap themselves, just stay in position, otherwise you will be excluded. The lead car should follow the Pace Car, but under no circumstances overtake it. Drivers that do overtake the Pace Car will be immediately excluded from the race.

Drivers should also raise a hand out of the window to further enhance that the yellow flag has been instigated.

Cars must keep circulating behind the Pace Car (unless instructed otherwise) and must keep single file without gaps, until the race restart.

All drivers that overtake under a yellow flag will automatically be EXCLUDED from the rest of the race, but this will not attract 'Bad Boy' points.

If a driver exits his car under a yellow flag he will automatically be EXCLUDED from the rest of the race. Cars that are caught up in an incident that are NOT deemed to be the primary cause of the stoppage will be allowed re-join at the rear of the field provided they have not received outside assistance.

BLUE FLAGS

If a driver receives two consecutive blue flags and continues to ignore this warning he will receive a BLACK FLAG and an automatic disqualification from the race.

CHEQUERED FLAG

Drivers must continue to keep at racing speed after the chequered flag, until the red flag is shown.

INEX RACING DIVISIONS

In accordance with the INEX Rule Book drivers will be classed as either being "Pro", "Semi-pro" or "Masters" division.

Masters Drivers aged 40 years and over.

Pro Division. Experienced drivers with the approval of the Race Director

Semi-pro division. Novice drivers and all other drivers not deemed as "pro" by the Race Director.

All points scored in meeting finals and Championships are recorded by INEX for the annual Pro, Masters and Semi-pro Championships.

DRIVING STANDARDS - LEGEND US RULE STATEMENT

There seems to be some doubt about the non-contact rules in Legends. It must be emphasised therefore that NON CONTACT MEANS NON CONTACT.

Intentional front to back bumper contact is not permitted. Stewards will watch out for offenders who will be punished either by being docked places, excluded or even loaded up. Penalty points will automatically be deducted for each of these punishments.

In addition please note the following excerpt from the Legend rules at Lowes's Motor Speedway at Charlotte.

"Rough Driving" – If anyone is observed causing other drivers to spin or lose control of their car, that driver will be warned, penalised or disqualified at the officials discretion depending on severity. Please respect other competitors equipment.

"Passing" – It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A driver being overtaken must give the overtaking driver a lane to race. A driver travelling alone may use the full width of the track but once he/she is challenged, they must select a lane to race in. Passing may be either right or left depending on the conditions of the moment (not through that car), except on initial starts. Cars that are being lapped should do their best to allow the lapping cars to overtake i.e. they should choose a racing lane, either outside or inside and stick to it, until the lapping cars have passed.

Where there are two cars racing side by side being lapped, the car on the outside MUST give up his position and drop back behind the inside car, thus allowing the lapping cars to overtake.

CONTACT

Avoidable contact will mean an automatic black flag. A driver receiving the black flag must leave the track at the earliest, safest opportunity. Any driver who ignores the BLACK flag will be EXCLUDED from the meeting without appeal; with the Racever information and flag system there can be no question that you have been black flagged – it is not permissible to appeal the black flag by continuing racing and talking about it afterwards.

A standard ten meeting ban for retaliation will be applied, part of which may be suspended for a period of 12 months.

DISCIPLINARY POINTS

Driving standards must conform to the US Legend Car rule statement as noted above; failure to do so will result in 5 or 10 'Bad Boy' points depending upon the severity of the infringement

Disciplinary points are awarded as follows:

5 points for a race disqualification

10 points for a "load up".

If a driver reaches 20 disciplinary points in a rolling period of 12 months, then an automatic ban of 2 meetings is instigated; attaining thirty points within twelve months will attract a further three meeting ban. NOTE A twelve month period is a full twelve months and does NOT re-commence with zero at the start of each season

AT ALL TIMES THE DECISION OF THE STEWARD REMAINS FINAL

THREATENING BEHAVIOUR

Threatening and abusive behaviour will not be tolerated by either a driver or his team members. The driver is responsible for the behaviour of his team members at all times. Both the Steward and the Promoter have a duty of care and threats to other drivers and/or teams will result in exclusion or possibly a ban.

STANDARD ORCI BANS

Refusing to surrender parts to the Tech inspectors request will result in a 12 month ORCi Ban

Verbal Abuse carries a standard 3 month ORCi Ban

Threatening Behaviour carries an automatic 6 month ORCi Ban

Physical Violence carries an automatic 12 month ORCi Ban for the first offence

A second Physical Violence carries an automatic 3 year ORCi Ban

A third Physical Violence means a life ban.

Any of the above offences towards an Official carries double the above penalties.

Character Assassination on any Social Media site will be dealt with under the Verbal abuse or Threatening Behaviour headings as above dependent upon context of the script. Please note that drivers, you will be held responsible for all of your family and any associated team members.

TECH INSPECTION

An official INEX appointed Tech Inspector can ask any driver to make his car available for inspection at any time during the course of a meeting. At the time the tech inspector is checking a car the DRIVER AND ONE MECHANIC only should be present.

The driver or an appointed team member is responsible for removing any item that the Tech inspector wishes to check – the Tech inspector does not remove these items. If an item to be checked cannot or will not be removed when requested that car will be deemed to be illegal.

Drivers are reminded that the tech inspector is an appointed official and must be treated with respect. Failure to do so will be treated at the Race Directors discretion and may incur a penalty.

PRE-MEETING DRIVERS BRIEFING

It is compulsory that a driver personally attends the pre-meeting drivers briefing and does not send a representative except with prior permission of the Steward.

SWAPPING CARS

A driver cannot swap cars – the rule is one car, one driver per meeting which means that a driver cannot swap cars at the point that a car has been used in a meeting. The point of use is the point that the car is driven onto the raceway for OFFICIAL pre-meeting practice or racing.

RADIO TRANSMITTERS & RECEIVERS

All drivers MUST use an official Raceceiver.

Any driver who's Raceceiver is not working when forming the grid prior to a race will not be allowed to race, unless it can be repaired before the race start.

It is strongly recommended that you carry a spare battery either in your overall pocket or taped inside your car.

It is against the Rules to use any other radio transmitters than the official Receivers as this contravenes INEX Rule 57 and an automatic driver ban will be issued immediately and reported of OFCOM – the U.K. licensing body.

TYRES

It is prohibited to use traction compounds or any substance that might alter the physical properties of a tyre as supplied by the manufacturer. Tyre cleaners, shiners, softeners, track adhesives, brake fluid, diesel fuel etc. will not be permitted on the tyre. Any tyres with signs of these products on them will be DESTROYED IMMEDIATELY and that driver will be disqualified immediately and a twelve month ban will be implemented.

The most significant test for this will be with the durometer and any tyre found to be below the rule book minimum of 58 points will be deemed to have been softened and will be destroyed.

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

MANDATORY RACE PROCEDURE CONCERNING BUMPERS

The INEX Rule Book states "*if a bumper comes completely off the car or has any part of it touching the ground, or is in a dangerous position, that car may be black flagged by the track officials and removed from the race. The Technical Inspector does not have the authority to disqualify a driver after the race for violation of the race procedure.*"

The word "may" in the rules regarding being black flagged means SHOULD in English – this is a typical American way of writing the rules.

If the Steward does not see the trailing bumper and the driver is not black flagged, then the rule does state that post race exclusion is not allowed.

~~**OPTIONAL – Tethers may be fitted to REAR bumpers only**~~

CAR PURCHASING

New cars can only be supplied by Derek Hales Ltd as the official European Racing Dealer for UK Oval Track Legends.

It is prohibited to import from America or to purchase from the Long Track Dealer a new or second hand car and transfer it to a short Oval.

In terms of second hand cars, from 1st July 2004 it was implemented that only Short Track second hand cars can be purchased, you cannot purchase a car from the Long Circuits. There is one exception to this where a current Long Track Legend driver wishes to transfer and race on Short Ovals with his current long track car. In this instance the driver must apply to the Committee who will consider his application for transfer of the chassis. [This is to help protect the investment you have made in your car]

NB- All car parts as manufactured and supplied by 600 Racing must be purchased from the official UK Oval Track legend dealer.

ADDITIONAL COMPULSORY CAR MODIFICATIONS TO UK OVAL TRACK LEGEND CAR SPECIFICATION

FUEL PIPE

1. 5/16" i.d. metal braided fuel pipe must be fitted from fuel tank to carburettors

FUEL TANK PROTECTION PLATE

Fuel tank protection – An aluminium fuel tank protection plate must be fitted to the rear of the tank protection frame.

Minimum size to be 330mm x 330mm x 3mm thickness.

MIRRORS

A minimum of 2 rear view mirrors must be fitted (one each side of the vehicle)

BRAKE LIGHTS

A fluid operated rear brake light (Mini brake light switch fitted directly to the brake master cylinder) must be fitted to the rear of the car just below the rear window aperture. LED strip lights are permitted.

LIFTING EYES

A lifting eye must be fitted to the front and rear of all cars mounted on both front and back chassis legs.

FIBREGLASS COMPONENTS

All fibreglass components must remain within the stock dimensions, thickness, location and configuration delivered by US Legend Cars International. All fibreglass components must have an authentic INEX certificate embedded into the underside of the fibreglass component evidencing that the fibreglass component is a certified US Legend Cars International part delivered by US Legend Cars International dealer network.

Additional numbered security stickers will be fitted to each car [internally to the bodies and externally to the fenders for ease of inspection] these stickers must not be removed or sprayed over when repairs are undertaken.

In the event that a fibreglass component is found without a security sticker then a new security certificate can be purchased from the Official Oval Track Legend dealer at a cost of £50.00 of which £32.00 will be forwarded to *the Oval Track Legends Drivers Fund*.

Wing repairs and replacement must be authorised by the Tech Inspectors and noted in your ORCi Licence / Log Book.

The fibreglass components may not be reinforced or intentionally lightened in any way. The use of a complete front end (matching hood, fenders, grill and grill shell) on a different model is acceptable. It must be complete with all listed components from the same model. **Mounting components.** All fibreglass body components must be firmly attached to every Legends car competing in any race. It is recommended that all Dzus fasteners fit tight and are taped over to prevent loosening. Any Legends car may be black flagged or denied entry to start a race if any of the aforementioned items are not attached unless prior approval is given by the INEX technical inspector. Removal of undamaged fibreglass components (*boot, bonnet* etc.) during a meeting is not permitted.

IGNITION BOXES

The Tech inspector may request that a driver uses an ignition box issued by the Tech inspector throughout a meeting and the drivers original ignition box will be retained by the inspector and returned to the driver at the end of the meeting.

BATTERY ISOLATOR/CUT OFF SWITCH

Electrical cut off switches must be FIA type with a removable handle.

All switches must be fitted on the rear parcel shelf behind the driver on the nearside of the car above the battery or as close to that point as possible.

The switch must be clearly marked "ON" and "OFF" and be easily visible.

CLIP SUPPORTS

U.S. Legend Cars have recently experienced some premature engine failure which they think may have been caused by chassis flexing on the high banked fast ovals. As a result two additional clip supports have been made available which can be attached to stiffen the clip – these are optional and if fitted must be as manufactured by U.S. Legend Cars and purchased through the dealer to assist with technical inspection.

TECH NOTES FOR THE 2015 SEASON

- a. If your car has been stripped down during the off season please make sure that the chassis plate is re-fitted – no chassis plate, no racing
- b. Make sure all four wings are carrying the US Legend cars security stickers. These must be clearly visible and not painted over. Missing stickers or painted over stickers will fail scrutineering and you will not be allowed to race.
- c. Roll bar padding must be of the **SFI-454-1** type and fitted to all roll cage bars within 12" of the drivers crash helmet when seated in the car.
- d. Tyres: the Federal tyre as supplied by US Legend cars and marked with the INEX identification on the side wall is the only tyre allowed from March 2013. Please can all drivers mark the INEX label with either white or yellow paint/chalk to make it easily visible.
- e. Seat belts: make sure your seat belts are in good condition
 - I. I.e. not frayed or contaminated with oil. Belts which are older than the manufacturers recommended change date can still be used providing they are in perfect condition.
 - II. (discretion of the scrutineer)
- f. Crash helmets. Mainly concerning new drivers – only Snell rated crash helmets can be used – SN2005 or later, clarification will be through the 2015 INEX Rule book.
- g. It is now a requirement for all drivers to wear head and neck restraint of the HANS type device.**
- h. It is now an ORCi requirement to wear a fireproof balaclava**
- i. EXHAUSTS – Exhaust headers must stay as one drawn piece supplied by US Legend Cars. The centre section to the Simpson exhaust box must be a continuous bore size. Ends can be swaged out for fitment purposes only. The tailpipe must be no higher than the top edge of the rear bumper.**
- j. Remote oil filter systems must have a hose clamp around the oil filter, safety wired to the mount (to prevent the oil filter from backing off)**

TECHNICAL INFRINGEMENTS

Any part not supplied or approved by INEX (US Legend Cars International) and any part that had been altered in any way will attract the standard ORCi ban, ranging from six to twelve months depending on the severity of the infringement. The part will be confiscated by the promoter and returned to US Legend Cars or destroyed on their instruction.

All parts must be purchased through the UK Legend dealer:

Penalties

Engine, Gearbox, Diff, Shock Absorber

- **First offence – six month ban.**
- **Second offence – twelve month ban.**

Suspension, Half Shafts, Body Panels, any part that has been modified, lightened or that does not meet the weight limits as stated on page 57, rule 75 of the INEX Rule Book.

- **First offence – two - six meeting ban.**
- **Second offence – six - ten meeting ban.**
- **Third offence – ten - sixteen meeting ban.**

Note – Meeting bans will be carried forward to the following season where necessary. All Oval Track Legends bans will also extend to all INEX sanctioned meetings irrespective of whether they are held on the Ovals or Circuits.

MEASURED INFRINGEMENTS : (Tech DSQ – No Bad Boy Points)

Any measurement including weights that do not comply as stated in the INEX or Oval Track Legends will attract the following disciplinary actions;

First offence – Disqualified from the race and you must start at the rear of your grade for the remainder of that meeting.

Second offence – Disqualified from the meeting and a one meeting ban.

Third offence – Disqualified from the meeting and a three meeting ban.

Note – If the first offence is committed in the Final, you will start at the back of your grade at your next meeting. Bans will take effect from the very next meeting.

All offences are on your licence for a twelve month rolling period, therefore, if on the totting-up procedure (the same principles as on a DVLA Licence) you reach your fourth offence, you could face a full ORCi ban for up to twelve months.

CLARIFICATION OF EXISTING RULES

Should your wings become detached, either partially or fully, from a mounting point, you will receive a Technical Disqualification. Wing-Stays must be removed if you wish to race without your wings for the remainder of the meeting.

Wing-Stays must remain as stock items supplied by US Legend Cars in length, width and thickness for your particular model of Legend Car.

If you reach twenty Bad-Boy Points or more, you will immediately be disqualified from that meeting and your ban will start from the next meeting.

DRIVERS FUND

The UK Oval Track Legend Series supports a self-administered fund.

Each driver competing in the series should pay their contribution to the fund annually before the season commences

PLEASE NOTE :

Each year US Legend Cars/INEX Corporation supply a rule book in conjunction with the Oval Track Legends Rules for the series. You will be governed by the latest copy of these rules that are available and it is your responsibility to ensure that you read all the terms and conditions of the series and you are responsible for any rule infringements from day 1.

The OTL Rule book will overrule the INEX rule book on occasion and is governed by the Oval Racing Council in the UK.



OVAL RACING COUNCIL INTERNATIONAL

Competitor Health & Safety Guidance at Race Events

The ORC is the governing body of British Oval Racing and sanctions all official UK tracks.

Oval Racing is the most exciting motorsport around, and as with all motorsport it is important that Health and Safety issues are dealt with, so that we can go and enjoy the sport in safety.

It's vital that you understand the Health and Safety requirements at an Oval Race meeting, for your own sake as well as those around you.

This leaflet will take you through many of the important Health and Safety Issues associated with our sport.

ARRIVE ON TIME

To enjoy a good day of racing, you need to arrive in plenty of time. Set off early, in order to get to the track with sufficient time to park up, unload, and go through scrutineering.

Pre-meeting preparations should never be rushed. Make sure you and your pit crew are at the top of your game! Don't come racing after a big night out, or if you're tired. If you or your crew are not up to it, others may get hurt.

The start of the day is a very busy time at a race track. Different tracks run their pit parking in different ways. Some have designated areas for particular formulas, others work on a first come first served basis. Everyone is working to ensure that drivers get parked up efficiently and safely. You need to help with this. Follow all Pit Marshal's instructions, and be very aware of pedestrians and other vehicles. Children should be supervised at all times and dogs must be kept on leads. No smoking is allowed in the Pit areas or any part of the Track.

When reversing always ensure that a member of your crew or a Pit Marshal is watching the rear of your vehicle – to make sure that you are reversing safely. Always obey the 5 mph limit in the pit area.

When unloading your car, you must ensure that there are no safety implications for your crew or members of the public. It is your responsibility to ensure that your actions do not impact on the Health and Safety of others.

SIGNING IN

At all Raceways, you must sign a disclaimer before racing – make sure you do this soon after you arrive and make sure you take your Log Book with you.

KEY PERSONNEL

There are two key personnel at every raceway, concerned with the safe running of an event. You need to know their titles and be aware of their roles.

The Steward of the Meeting is generally found in Race Control, and has overall responsibility for the safe-running of an event. The Steward acts as "referee" on the racing, calls for flags to be displayed, and has overall responsibility for the racing related Health and Safety at an event.

Decisions made by the Steward might involve you, and sometimes might be hard to understand as you may not have the benefit of an overview of the Health and Safety status of the event as a whole. You must follow directions given by the Steward, usually via flags, immediately, in order not to compromise your own or others, safety.

The Clerk of the Course is usually found on the Raceway Infield. The Clerk controls the race marshals, and is in overall charge in the event of a racing incident, such as a crash. The Clerk is in constant contact with the Race Steward and has a key role in Health and Safety at an event both on the track and in the pits.

Clerks are highly trained and experienced, and it's vital that you obey any instructions delivered directly from them or via a Race Marshal, immediately and without question.

SCRUTINEERING

Full details regarding construction rules will have been sent to you when you registered with your ORCi Promoter or Formula Association. It is your responsibility to build your car to the letter of these rules and to present it in a fully legal and safe state.

Scrutineering takes place before the start of an event, either where you're parked in the pits or at a designated scrutineering bay. You should present your car as early as possible – so that in the event that there is an issue with your vehicle, you will have a chance to make changes and re-present your car.

If driving to scrutineering please follow the 5 mph rule.

Scrutineers look at both the Technical compliance of the car and at the safety features. Their role is to inspect, as far as is reasonably practicable, the general compliance of your car. However, the responsibility for both Safety and Technical compliance remains yours.

During the meeting, you must ensure that you maintain an effective Health and Safety regime. All work on your car must be carried out safely. Pay particular attention to items such as fully tightening wheel nuts when replacing wheels, carefully securing bonnets after removal and repairs to critical parts like brakes and steering.

Scrutineering in no way removes the responsibility of building a full legal and safe car from you, and if in doubt you should contact your promoter/formula organiser or the ORCi, and not race your car until you are certain.

Attempting to hide illegal items on your car will incur severe disciplinary action - this could be dangerous to you and others on the track.

ORCi tracks operate a zero tolerance to abusive behaviour towards members of staff, and this is particularly relevant at scrutineering. Scrutineers have a vital role in ensuring racing is safe and fair, and must be allowed to perform this job without hindrance.

PIT SAFETY

There is a good record of Pit Safety at UK Oval tracks. You have a role to play in ensuring that this remains the case. When working on your car in the Pits you should be aware at all times that members of the public may be in the pit area, as well as other competitors, mechanics and members of their families. You should make sure that a member of your crew is responsible for ensuring no-one is placed in danger by your work. Members of the public should be at least 2 metres away when carrying out any mechanical work.

Normal Health and Safety rules apply within the Pit area. This particularly applies when mechanical equipment is being used like hiabs, stihl saws and welding equipment. You must ensure that the people who are operating this equipment are fully qualified to do so and have the appropriate personal protective equipment such as goggles and footwear. The actions of your crew remain your responsibility throughout the Raceday.

Fuel should be stored in approved containers and well away from public areas. When re-fuelling your vehicle, a second person must be present with a fire extinguisher. Extra care should be taken if the engine is still hot. Members of the public should be at least 2 metres back when re-fuelling.

Please remember that it is an ORCi rule in all formulas that a fully operational Fire Extinguisher is kept with all tow vehicles and its position is known to all your pit crew.

When driving in the pits you must always obey the 5 mph limit. No smoking is allowed in the Pit areas or any part of the Track.

PERSONAL SAFETY EQUIPMENT

As well as racing a well built and fully legal car, you need the right protective gear to keep safe. It is your responsibility to ensure that you are wearing appropriate safety equipment when entering the racing arena. Your race suit must be fire retardant (Proban or better). Your Helmet must comply with the latest ORCi standards, and have the chin strap fully secured before entering the race arena. Waterproofs and gloves must also be fire retardant. Labels must be present on all these items, as evidence of their specification.

For most formulas, a full race harness is required, 5 point or better. These must be fully tightened before entering the racing arena. All damaged safety items must be discarded. The Clerk of the Course reserves the right to confiscate any item deemed to be unfit, for the duration of the event.

Oval Racing has achieved a good record of safety, and there is a good level of medical cover at all ORCi officially sanctioned events. Safety provision typically includes a medical centre, fully staffed ambulances, a paramedic or doctor.

THE RACE

Most races start with a rolling start. A pace car is sometimes used. During the rolling lap you must hold formation and not overtake other cars.

During a race, the Steward of the Meeting will use a variety of Flags and Signals to communicate with you. The Starter is the primary flagman. You must try to look at the starter on every lap, keeping you informed about the status of the race. There are also Marshals located around the Raceway, who display flags as necessary. It is important that you understand these flags, and know how to respond to them.

Flags/Lights that are relevant to health and safety include:

Green means "Go": it is important that you don't Jump the green at the start of the Race

Yellow (Stationary) warns that something is not ideal on the raceway, for example a car has spun out, but the race is continuing.

Yellow (Waved) means race is under Caution: slow down to walking pace, fall into single file when safe to do so, (no overtaking). A Pace car may be used. Follow marshals instructions. Be aware of marshals, tractors and medics on the track.

Red means stop: as quickly, but primarily AS SAFELY, as you can. In extremely dangerous situations a full race stoppage will be called straightaway. In this case you should immediately slow, and stop your vehicle as safely as possible. You should then follow the marshals instructions. This flag is more commonly used in full contact (Banger) racing.

The red flag is also used to signal the end of the race following the chequered flag.

Black means you must leave the race track, onto the Infield, quickly and safely

Red Cross means there is a technical issue with your car, leave the raceway immediately and safely.

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.

Any driver who is the cause of a caution or stoppage through injury or suspected injury can't take part in the remainder of the meeting and must be passed fit to drive by a doctor or paramedic before competing at subsequent meetings.

During a race, you shouldn't exit your car whilst on track, unless you feel it's absolutely safe to do so, or you are in extreme danger within the car, for example in the case of fire.

Generally, keep your harness and helmet on, until the end of the race or until the race is cautioned or stopped.

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. If safe to do so, leave your car keeping your helmet on and go to a safe area as indicated by the marshals. If you do exit your car, never stay with the car once you've got out of it. If you are racing at an unfamiliar track it is important that you find out where the designated Infield safe areas are prior to racing.

END OF RACE

At the end of a race, it's important that you continue to race after the chequered flag has been shown. It's only when the Red Flag is shown that you should safely stop and follow marshals instructions.

When going back into the pits you should take extra care as there'll be marshals and members of the public in the pit area. If your car has been damaged during racing, and you're not able to drive with the car fully under control, you should stand at the front of your car and wait for a breakdown vehicle to take you into the Pits.

FIRE

The hazard of fire is a very real one at Oval race meetings. This problem can happen at any time on track or in the pits. Fire Marshals are fully trained to deal with fires in the racing area. There are extinguishers positioned around the track and on the Infield. In the pits area there is a fire point and a marshal who is trained.

However, because of the size of the pits area all drivers are required to have a fully operational fire extinguisher with their tow vehicle. It must be easily accessible and regularly checked and refilled if necessary. You must make all your race crew aware of the position of this extinguisher in case of an emergency.

Please remember special care should be taken when re-fuelling. In all instances, a second person, with an extinguisher, should stand next to you when you are carrying out the re-fuelling.

The pits are a non smoking area.

ALCOHOLIC DRINKS

It goes without saying that racing and alcohol do not mix. The ORCi has a zero tolerance to alcohol consumption by drivers, crew or staff before or during a race event. It's also an offense to take alcohol into a sports stadium.

The dangers of consuming alcohol are obvious, not only for the person concerned but also other drivers, pit crews, officials and members of the public.

LEAVING THE STADIUM

At the end of the day, it's important that you leave the stadium carefully. This is a time when accidents can happen, with drivers tired after a big day of racing, and eager to get home. Loading the trailer at the end of the day must be done carefully. The car may be damaged, you and your crew may be tired and there may be spectators around. Therefore, special care should be taken when exiting the pits area especially at night when visibility may be restricted.

SUMMARY

Whilst all motorsport is dangerous, Oval racing has a good history of safe operation over 100s of 1000s of laps and more than 50 years of fantastic racing. You need to play your part to ensure that you, your family and those around you are not endangered by your actions at race events.

The ORC is dedicated to the future of Oval racing, and a vital part of this is to ensure that the excellent safety record of the sport continues.

If you require additional information regarding Health & Safety issues go to the ORCi website at www.orci.co.uk

Have a great season of exciting and safe racing!

