

REVISED RULES FOR 2025 IN RED PRINT
ITEMS MARKED STRIKETHROUGH ARE NO LONGER PERMITTED

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

At all clutch starts the Start Marshal shall satisfy himself that all drivers are ready on the red flag and are in a position where they can see the start signal before dropping the green flag.
Any driver moving before the green 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.

Where a pace car is used, it is the pace car that sets the pace and the lead car must keep the gap of between 3-4 car lengths between itself and the pace car, until the green flag.

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 rejoin at the discretion of the Steward of the Meeting at the rear of the re-formed grid – this is not considered to be 'outside assistance'. In all cases the primary cause(s) of the suspension/stoppage, shall

be excluded for any re-run or re-start of the race and may be officially disqualified from the race.

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

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

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

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

SIGNALS

The following flag signals will apply in all races unless otherwise stated. At some tracks traffic lights may be used to further emphasise the flag signals. The Start Marshal, Steward of the Meeting and Flag Marshals shall apply the following rules to the use of flags during racing:–

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

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

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

Restart Order (see Table 1)

Cars will be lined up, in preparation for the restart, in the on-track order prevailing prior to the race suspension (yellow flags) or race stoppage (red flags). Any lapped cars in-between those occupying the top six positional places in the race will be sent around the track, in the direction of racing, to the rear of the grid, and will be credited with regaining one lap back in the race. If a driver occupies a place in the top six but is a lap(s) down on the leader they will gain a lap by being sent to the back of the grid but will not have the backmarking drivers removed between themselves and the other front runners. No driver will gain more than one lap back in the race. This means that when the race is restarted at least the top six cars (provided they are all on the lead lap at the time of the stoppage) will be in positional order on the track without any back-markers in between.

A driver must NOT un-lap themselves unless instructed to by an official. Any driver un-lapping themselves without permission will be liable to exclusion from the restart.

Incorrect Exclusion

The Steward of the Meeting is empowered to re-instate any driver being, in their opinion, incorrectly taken out of the race during a suspension or stoppage.

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 will result in exclusion, at the discretion of the Steward.

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. If the blue flag has been waved on consecutive laps for a maximum of 2 laps, on the third lap, if the driver has failed to comply the BLUE & WHITE STRIPED flag will come into effect. 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 OR BOARD, WITH BLACK CROSS (X)** advises the driver that they are under observation for a potential infringement, and that they may be penalised at the end of the race.

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.

- 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) Restart Order (see Table 1)
Incorrect Exclusion
The Steward of the Meeting is empowered to re-instate any driver being, in their opinion, incorrectly taken out of the race during a suspension or 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, with the permission of an official, 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.

The speed of any vehicle when not in race mode is safe walking pace at all times (some circuits will implement the use of a Pace Car to control this speed)

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.

Disciplinary clarification :

The ORCi offers an appeal process for those eligible as contained within the various formulae rules.

However, after review the ORCi feels it necessary to issue further clarification :

- Appeals are not necessarily an unconditional right. The ORCi reserves the right to accept or reject any appeal subject to the grounds of appeal
- All appeals are considered on a case by case basis however in the case of 'serious' offences the punishment may well be 'mandatory' and not subject to appeal
- For clarity and avoidance of doubt, acceptance of an appeal which may take up to 28 days to process does not allow a driver to continue to race whilst an appeal is processed, the driver remains suspended.
- The ORCi reserves the right to amend ban periods beyond guidance standards subject to severity and repetition of offences

ALSO FOR CLARITY

If you are found guilty of an offence which is a Matter of Fact, for example an illegal part on your car, the 1st offence will carry a statutory 6 month racing ban (unless otherwise stated in specific formula rules).

The ORCi operate a totting up process therefore should anyone be found guilty of a similar offence the ban will be doubled, taking the above example, the 2nd offence would attract a 12-month racing ban.

Where statutory bans are in place the above totting up process will also be applied.

E.G. Physical violence towards another person / persons carries a Statutory 12-month racing ban and stadium attendance ban.

Any intimidation or verbal abuse towards Staff or Officials will automatically carry a more severe penalty which will be decided by and at the discretion of the ORCi disciplinary panel.

FENCING

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

END OF RACE

A race shall be deemed ended when the cars for paid and/or points places in the race have completed the race distance. 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 whether a driver may hold a Competition License resides with the ORCi Promoter or Association.

Drivers and Smart Devices

Drivers should be wary of any Smart devices on their person during racing. Some have impact and distress technology built into them, which could trigger responses from Emergency Services. These should not be worn during racing or mode switched off.

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.

Should the Steward in Race Control believe you are stationary in a dangerous situation they may stop the race even if you are not injured.

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, whilst on track or on the infield, you must not exit your car and you must keep your harness and helmet on at all times. 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.

In the event of race suspension or stoppage, the following rules will be applied in context of the formula or event type:

Racing formulas:

When the yellow flag is shown and cars are halted, drivers must wait for the Clerk of the Course or Senior Race Official to attend the scene of incident. At this time, with permission from the Official in attendance, may they ask to leave their car. This is subject to the Clerk of the Course in conjunction with the Steward of the Meeting. If permission is granted by the Clerk of the Course, the driver must leave their car as quickly as possible and move to the Safe Area or away from the Raceway, the driver must not delay checking for damage once they have been released from their car.

Banger formulas:

Yellow flags are not used within National Banger formats unless a car's driver's door is facing the racing traffic or if a request is made by a Clerk of the Course or Steward of the Meeting to prevent a car from being hit. In this instance, a driver maybe penalised for failure to comply to the use of a yellow flag application if they attack a car covered by this rule.

If a race is stopped by use of the Red Flag, unless the driver is in immediate danger, the driver must remain within the car. The Clerk of the Course or Senior Race Official will attend the scene of incident when safe to enter the Raceway and attend to issue which causes the Red Flag. If a driver wishes to leave their car for whatever reason, the Clerk of the Course or Senior Official in attendance must grant them permission before leaving the car. They must then proceed to the Safe Area, wherever this may be designated by the staging promotion.

All Formulas:

In an instance where a driver is not a part of the cause of stoppage, but may wish to leave their car, the driver must attract the attention of one of the Safety Marshals. In doing this, the Safety Marshal should then ask the Clerk of the Course or Senior Race Official to attend the car. A Safety Marshal does not have permission to release a driver. It must be done by a Clerk of the Course, Senior Race Official or Steward of the Meeting.

Once the first Green Flag is shown, all drivers must continue to wear their PPE, remaining strapped in their cars for the duration of the race. The end of the race is defined by the showing of the Red Flag after the Chequered Flag. A driver must wear all their PPE until he/she has left the arena or to exit the car in an emergency such as fire or as instructed by an official.

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.

Table 1 – Restart Orders

The letters A, B, C, etc identify an individual driver.

The numbers 10, 11 identify the number of laps completed.

Race in which there are AT LEAST 6 drivers on the lead lap

On track order at time of yellow flag

Front	A11	B10	C11	D11	E10	F11	G11	H11	I11	J10	K11
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Restart order

Front	A11	C11	D11	F11	G11	H11	I11	J10	K11	B11	E11
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Race in which there are NOT 6 drivers on the lead lap

On track order at time of yellow flag

Front	A11	B10	C11	D11	E10	F11	G11	H10	I10	J10	K10
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Restart order

Front	A11	C11	D11	F11	G11	H10	I10	J10	K10	B11	E11
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