

# Rebels Racing

## 2012 Rules and Regulations

### PART ONE - THE CAR

Cars will be manufactured by REBELS RACING and have been designed to leave the factory in **identical** condition. The cars are manufactured to strict specifications and all parts must, at all times, remain as ex-factory condition and all spurious parts must be purchased from Rebels Racing unless made by the driver for his own personal use.

#### ENGINE

The engine as fitted shall be sealed, head to block, sump to block, timing cover to case and manifolds to head. These seals shall remain intact at all times. Should the engine suffer internal failure the car owner may either:

- A)** Strip and repair the engine ready for assembly, then return it to REBELS RACING for final assembly, dyno test and sealing.
- B)** Return the complete unit to REBELS RACING for repairs to be carried out. Note that a charge will be made by REBELS RACING for assisted inspection and re-sealing. No modifications shall be permitted in any way whatsoever to any part of the engine, induction or exhaust system. Flywheel and clutch assembly shall remain as standard. An oil cooler may be fitted.
- C)** When carrying out repairs to an engine you must pay particular attention **to all** of the casting marks in the cylinder head, chambers and ports, the removal of which will deem and engine to be illegal. With the exception of factory machined.

Car owners may carry out basic service as changing plugs, oils, filter but other than that **nothing may be done to alter or modify the engine in any way whatsoever unless it is specifically stated within these regulations.**

**Electronic ignition, and electric radiator fans are not permitted.**

**Rebels Racing reserves the right to impound the engine from any car at any time for examination and inspection. In the instance of an engine not conforming to the rules and regulations the driver will receive a minimum 12 month ORCI ban.**

#### GEARBOX

The gearbox shall remain as supplied. The rear axle has been specifically constructed by REBELS RACING with a 4.1:1 ratio. No other ratio shall be permitted.

#### WEIGHT

All cars will be of identical weight when leaving the factory. The total overall weight, including driver, fuel and water will be 600kg. A weight box is fitted to each car so that weights may be added to balance as much as possible the different weight of individual drivers. No other ballast will be allowed. The ballast weight will be fitted centrally in the special box. All drivers must state their weight when completing their licence application form. Drivers may be weighed periodically.

#### WHEELBASE

The car is designed in such a way as to allow for rear axle lead. No adjustment beyond that allowed for, shall be permitted. The original suspension mounting point holes may not be bored or elongated in any way.

#### TRACK

The front and rear of the track, when measured from rim to rim, shall remain as built. No offset of either front or rear axle will be permitted

### **CAMBER**

The Front Wheels maybe cambered, however they will be closely monitored by the Race Director by checking the wheel with a camber gauge.

The acceptable degree will be + / - 4 degrees. (Experience has shown the cars handle best at no more than one degree)

Except as an emergency repair at a meeting (after receiving race damage) no spacers / packers / washers / blocks etc are allowed to pack the front axle at all.

### **EXHAUST**

The exhaust and silencing system must remain as fitted, standard ex-factory. Replacement systems are available from REBELS RACING. No modifications allowed. If your exhaust system becomes detached you may be disqualified (black flagged).

### **BRAKES**

The braking system shall remain as fitted, ex-factory, in full working order with no modifications whatsoever permitted.

### **WHEELS**

The only wheels permitted for use are those specially designed for, and supplied by REBELS RACING.

### **TYRES**

All tyres will be standard and supplied by REBELS RACING and are Nankang tyres 185/60X13.

The existing Fulda tyre can be used provided they are used in pairs on the same axle.

Either of the long track rear tyres can be used in pairs when racing at Hednesford and Ipswich.

No modifications will be allowed, no cutting, no grooving and the use of softener is prohibited. All cars will be tested for this during pre-meeting scrutineering. Any tyre reaching the "wear block" must be replaced.

### **SUSPENSION**

Basic trailing link and rubber sandwich block system. Slotting the holes vertically in the mounting block is allowed. Utilising the slot will only be allowed as a temporary fix, in the event of heavy chassis damage, at a meeting at all other times the blocks must be located centrally.

### **SEAT**

Replacement seats are only acceptable if approved by Rebels Racing. Seats must remain fixed in the same horizontal position and against the rear firewall, but maybe vertically adjusted as long as an approved method of fixing is used. Head Restraints as approved or supplied by Rebels Racing are compulsory.

### **BODYWORK**

The bodywork must be maintained in a presentable condition and keep its original shape and style. The addition of aerofoils, spoilers, wings and other such useless appendages will not be permitted. All cars will be turned out to a high standard of presentation, that is colourful, clean and professionally signwritten. If a rebel is considered not to be of an acceptable standard of presentation written warnings will be issued.

A fin with the racing number as supplied by REBELS RACING must be fitted in the approved position. Your racing number must also be painted in the rear window on your headrest in a bright colour. If your paintwork is a dark colour, please ensure that you have something bright and visible on the rear to alert following cars of your presence in dark or poor weather conditions.

### **FUEL**

It is the driver's responsibility to supply their own fuel. The only acceptable fuel is that available from roadside filling stations.

The use of octane boosters or additives of any description is strictly forbidden. Rebels Racing reserves the right to drain fuel from any car(s) at its entire discretion. And refill it with fuel supplied by Rebels Racing.

### **SAFETY**

All cars are constructed using premier quality materials. Any replacements fitted by the owner must conform to the same specification.

### **FIRE EXTINGUISHERS**

If you have a fire extinguisher fitted in your car they must be fitted in a tube with a spring top. Old type BCF (green) type extinguishers are not allowed. All tow vehicles, must carry a minimum of a 2kg fire extinguisher dry powder or gas, which must be within easy reach of the driver and mechanics at all times, especially when refueling.

### **BUMPERS**

Owners wishing to replace bumpers can do so, but **must** use the same size and gauge of steel as original equipment and must fit them in the same manner and place.

This also applies to any other piece of steelwork fitted to the cars i.e. Bumper Stays, Nerf Rails, Quadrants, and Gussets etc. **They all must be made in the same materials in the same dimension as the car was originally fitted.** (If anyone requires information on the steel used, contact Rebels Racing H.Q. or check your 2012 Scrutineering book where you will find steel dimensions and other useful information)

**FRONT BUMPERS** - Front bumpers may be plated, however the thickness of the bumper must not exceed 36mm. You will be allowed two plates on the front of the bumper and two plates on the rear of the bumper.

They must not exceed 7" in length and will be allowed to be placed anywhere along the bumper i.e. can be offset. The bumper however must not be offset. You are **not** allowed to fix your front bumper to the car with 'V' pieces.

If the bumper suffers damage after the first race of the meeting, and requires re-welding which may cause the bumper to exceed 36mm, it will be decided by the Race Director if it is acceptable. Repairs at Speed-weekends will also be at the discretion of the Race Director.

**REAR BUMPERS** - The rear bumper hoop must extend so that it is flush with the inside end of the bumper.

### **CAR LENGTH**

The cars leave the Rebel factory at 115". The acceptable length of the cars will be between 114" and 116".

### **TRANSPONDER**

All cars must have an approved transponder fitted in the correct position and in full working order at all meetings, otherwise you may be omitted from the race results and a meeting.

### **PROMOTION**

Rebels Racing reserves the right to place relevant promotional decals from sponsors, on all Rebels cars, at any time. These must be kept clean and presentable at all times, (they support us, we will support them).

The whole concept of REBELS RACING is one of equality. Each car should perform and handle virtually the same as the next, subject to reasonable wear and maintenance. By allowing modifications to take place the cost of racing will escalate. Therefore Rebels Racing will be extremely vigilant with scrutineering. Any attempt by a driver or owner to gain unfair advantage will result in very severe penalties. ( Part Four : Rules of Racing)

**IF IT DOES NOT STATE WITHIN THESE REGULATIONS THAT  
YOU CAN DO IT –  
YOU MUST ASSUME THAT YOU CANNOT.**

## **PART TWO - THE DRIVER**

All drivers must be licensed by Rebels Racing Limited. A Full Licence expires on December 31st 2012. Day Licences are available and can only be used once. Any subsequent racing can only be done after the Day Licence has been upgraded to a Full Licence. Licence applications take minimum of two weeks to process and issue.

### **BOOKING PROCEDURE**

Drivers must book in for meetings no later than seven days in advance. Where more than one driver will be using a particular car at a meeting, only one booking fee is payable, but full details of all drivers intending to race at that meeting must be given at time of booking. In the event of a driver needing to cancel a booking, a twenty-four hour telephone number is available. Bookings **MUST** be made by text to 07976 534 607 or e-mail to [rebelsbookings@aol.com](mailto:rebelsbookings@aol.com)

### **RACEWEAR**

Drivers must wear a fire retardant race suit of a minimum standard of single layer Proban. This racesuit must be kept clean and have at least the driver's racing number showing clearly. Driver name and sponsor(s) maybe shown if wished. Kart suits are **not** allowed, unless it is clearly marked on the suit that they are fireproof and made of Proban or Nomex material. Team members should also be suitably attired, preferably in matching or complimentary overalls to those of the driver. The wearing of fireproof gloves, fireproof balaclavas and neck braces, by drivers, is compulsory. Horse shoe neck-braces fitted though the seatbelts are not acceptable.

### **HELMETS**

Helmets must be of a minimum standard as directed by British Oval Racing Safety Executive (B.O.R.S.E). These are BS6658 Type A/FR, FIA8860-2004, Snell SA2005, SFI Foundation 31.1A, SFI Foundation 31.2A. The EC ER 22-05 European standard helmet may be used in Fibreglass or Tri-Composite form only. It is important that the helmet fits the driver correctly. Shatterproof goggles/visors must be worn although tinted visors are not advisable. Your helmet must display the current ORCi (ORC09 or later) sticker.

### **SAFETY HARNESS**

A five point – 3" (with the exception of the crutch strap which is 2") – aircraft buckle safety harness is fitted to all cars ex- factory. This harness must be kept clean and in full working order at all times. Crutch straps must come vertically up through the seat and the pad. The driver must be securely fastened within the safety harness at all times when on track, except during a pre-race parade or introduction ceremony. (Frayed / Worn belts must either be replaced or re-webbed and out of date belts must be replaced) Belts with no dates on will not be allowed.

### **EXITING THE CAR**

Drivers should only exit the car under the supervision of the Clerk of the Course or one of the appointed Marshals and when it is safe to do so. Drivers are expected to remain with their car, suitably helmeted and harnessed, throughout a race unless instructed that a safe exit may be made.

### **BACK-UP CREW**

A driver may have any number of mechanics or crew members, but each one should be attired in matching overalls, preferably in team colours. Mechanics **will not** be allowed within the racing area at any time except when invited to do so by a Rebels Official. However, under no circumstances will a mechanic be allowed to enter the race arena unless the mechanic is suitably attired. **Drivers shall be absolutely responsible for the behaviour of their respective mechanics and Team Members at all times within a race meeting.** Note that Rebels Racing cars do not need to be urgently cooled down immediately after the race. There is, therefore, no need for mechanics to go within the racing arena other than as outlined above.

### **SCRUTINEERING**

Cars will be expected to arrive at each meeting no later than the time specified within the booking confirmation so that scrutineering can be carried out by representatives of Rebels Racing Limited. Special attention will be paid **at all meetings**, to measurements, weights, all seals, safety helmets, racewear and safety harness.

The engine will not be run during this time, if necessary the car will be pushed from the transporter to a designated inspection bay and back again. The scrutineer will be appointed by the Rebels Racing and **their word will be final**, they will entertain no argument or discussion on the findings. Time will be given for the owner or driver to correct any faults, but if any serious breach of the regulations is found to have occurred, the car will not be allowed to race at that meeting. (Part Four : Rules of Racing). Always make sure that you have your scrutineering books with you at every meeting. If you forget your Scrutineering Book, certain promotions may impose a fine on you.

If it is felt, by the scrutineer that an attempt has been made to modify, or disguise a modification, to the car or the relevant parts, the car will not be permitted to race. If such modifications are thought, by the scrutineer, to be an attempt to cheat, the owner and/or driver will have their licence withdrawn pending an enquiry which, if found against the owner and/or driver, will lead to the owner and/or driver being disqualified with immediate and permanent effect.

### **Alcohol and Drugs**

Rebels Racing reserves the right to carry out random drug and alcohol tests, any driver found to be over the legal drink drive limit or to have consumed any illegal drugs will be suspended from Racing and disciplinary action taken. Drivers refusing to take tests will not be permitted to race on the day.

### **Drivers Briefing**

At each race meeting a drivers briefing will be held, either by the promotion or Rebels Racing. Drivers will be made aware of the time and location of the briefing. **IT IS COMPULSARY** that each and every driver attends, anyone failing to do so will not be permitted to race.

### **STARTING SYSTEM**

When presented for scrutineering all cars must be capable of self starting. Cars that are unable to start without outside assistance will not pass a scrutineering check.

## **PART THREE - THE RACE**

The racing format at each meeting will either run along the lines of two Qualifying Events (Heats) and a Feature Race (Final), three Qualifying Events (Heats) and a Feature Race (Final) or two Qualifying Events (Heats) and a Feature Race (Final) and a Grand National. Points scored throughout the heats determine the Feature grid with the highest point scorer to the front. (Unless other Championship rules apply)

Where pit space is at a premium at some venues and off-track staging area is not available; grid formation will take place on track, but must be done cleanly, smartly and quickly. Promoters and Spectators do-not like drawn out, untidy, pre-race preparations. If on-track grid forming is necessary, cars will line up reversed to the back straight fence, ready to be called into order.

If you are not ready in the pit area to line your car up in the correct grid order, you will lose your position and will start last. Once your car is lined up, you must not leave it unattended. If either of the above happens on a regular basis it will be recorded in your scrutineering book. Three such entries will result in a fifty point fine. (If you are repairing damage, this will be taken into consideration)

Novice drivers will be given the option to start their first three meetings from the back of the grid. However at your fourth meeting you must start from the relevant grade. Other drivers can only start from the back of the grid if their car is suffering from mechanical problems.

### **FEATURE RACE OR CHAMPIONSHIP RACES**

A correctly attired team member will drive the car, with the driver standing on the fence side nerf rail, to the home straight, where the car will be reversed onto infield/run-off area/inside line leaving the car front facing the home straight spectators. The engine will be stopped, the team member will get out and wait quietly with his car whilst the driver is introduced by the commentator. After introduction the driver will enter his car and the team member will assist in securing harness, helmet, neckbrace, bodywork, etc. The car will then proceed to line up on the back straight, lead cars at the entrance to turn three, where the engine will again be stopped until the race is ready to commence. At this point the team member will leave the track via the pit gate. Note that team members/mechanics will not enter or leave the track at any other point than the pit gate, at any time.

### **STARTING POSITIONS**

Grid Line ups will be a first come first served basis within grades. EXCEPT for certain Championship races.

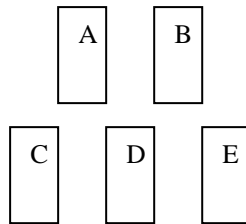
Special dispensation to start at the rear of the grid will be made, only on application to the steward, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the stewards discretion.

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

### **CLUTCH STARTS**

At all clutch starts the Starter shall satisfy himself that all drivers are ready on the yellow flag and are in a position where they can see the start signal before dropping the green flag. Any driver moving before the green drops will be liable to immediate exclusion.

**Below is the gridding structure for feature final clutch start races**



The idea of the 2/3/2/3 formation is that in theory at the drop of the green cars C, D and E could all overtake a slow starting A and B. ie the gap between A and B should allow D to pass. Likewise C and E should have room to go.

And so on

### **ROLLING STARTS**

In the case of a rolling start the drivers shall drive a preliminary lap, or part lap as directed by the Steward, keeping abreast in their proper positions and at a speed set by the inside driver at the front of each grade who shall maintain the allotted gap between grades. The race shall be started by the Starter causing the starting flag to be dropped at any time after the leading cars have passed the third bend.

All drivers must keep rank, and must wait for the starting flag before commencing racing. No car must accelerate beyond rolling lap speed until the Starter has shown the starting flag.

Any car unable to maintain the rolling lap pace due to clutch or other problems must start between the leader and the last car in order to avoid upsetting the start / restart.

Prior to the start, or re-start, a driver being too far in front or reducing speed on approaching the starting line, may be excluded or docked places at the discretion of the Steward.

### **START AND FINISH POINTS**

The start and finish of a race or an attempt at a record shall occur when any part of the car passes over the starting or finishing line. In the event of a blocked track, the finishing line shall be deemed to extend a reasonable distance in to the infield. In formulas where transponders are used, the Steward's decision is final.

### **RACE SIGNALS**

All race signals will be those currently used by major Oval Racing organisations in the U.K. REBELS drivers are expected to obey Officials directions and flag signals **without question** Note that REBELS cars are designed to let the driver of an immobilised vehicle remain in his/her car in comparative safety for the duration of the race. Drivers are **NOT** expected to raise the bodywork to exit a car unless the car is parked within the central safety compound OR a Race Official has indicated that it is safe to do so. If a driver in an immobilised car, on track, requires medical attention, the race will be brought under caution by the Steward or Clerk of the Course in the accepted manner. This will then allow the driver to exit the car and receive attention.

Generally accepted race signals are :

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

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

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

During the rolling lap the lights will show yellow and the Starter will show a yellow flag (covering the green flag). The starter will begin the race by showing the GREEN FLAG and immediately the GREEN LIGHTS will replace the yellow lights.

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

In the event of a major incident (which includes a car rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Steward may bring the whole circuit under RACE SUSPENSION conditions, without the race being stopped (red flagged) by introducing waved yellow flags and flashing yellow lights. In the event of a wheel becoming detached from a car, immediate race suspension will be invoked. On introduction of race suspension ALL CARS MUST SLOW TO ROLLING LAP SPEED (or stop where the lead car is so instructed) and get into Indian File. THERE WILL BE NO OVERTAKING.

The single file grid may continue to circulate AT WALKING PACE (some circuits will implement the use of a Pace Car to control this speed). In some circumstances it may be necessary to bring the single file grid to a temporary halt under a race suspension (for example, to ease the movement of recovery/rescue vehicles). Such a temporary halt does not constitute a Red Flag Stoppage. Any driver unlapping himself, or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race. Any driver guilty of overtaking will be disqualified from the race or docked two positions per car overtaken. Any car unable to maintain rolling lap speed during a caution period must be retired to the infield. You must keep together on a rolling lap, if you drop behind you will be docked ten points, this will be the Race Directors decision and their word is final. The points will be deducted from the drivers meeting score. The leading car sets the pace on a restart. Even if you know that you are a lap down do not pull wide and let anybody through as this could confuse the lapscorers and call the result into question. You must stay in single file in the same position as when the yellow flags appeared.

If a medic or any race official deems a driver to have been unconscious at any point and have received attention by the medical team, they will not be allowed to participate in any remaining part of the meeting as they may well have suffered a mild concussion. The official's decision is absolutely final.

In this yellow flag stoppage situation, drivers are not permitted to leave the seat of their cars or have anyone touch their car. It is essential that drivers are aware and make their mechanics aware that they are liable to exclusion should their mechanics enter the arena at this time whether or not they receive assistance. Cars must restart in the same condition as before the Race Suspension.

In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of race suspension (yellow flags), lap down cars must remain in the position they occupied on the track at that time (not in positional order). The steward is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race suspension.

During a rolling Race Suspension, manual lap scoring is suspended, and electronic lap scoring will utilise the 'non-counting' yellow flag system, to ensure that the appropriate number of racing laps are raced.

The race can only be restarted by the Starter showing the green flag to the Race Leader and simultaneously green lights will replace the yellow lights. The green flag will be withdrawn after all cars have passed the Starter.

The **RED LIGHTS** and/or **RED FLAG** are used to denote that the race has been stopped. All drivers must, with care, slow down immediately and STOP within ¼ of a lap. Cars will then remain stationary until the Clerk of the Course gives instruction to reform on the grid or leave the track. Any driver who does not remain stationary until instructed will be immediately excluded from the race.

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

The **WHITE FLAG WITH A RED CROSS (X)** is a TECHNICAL DISQUALIFICATION FLAG. This is used to signal to a driver that they have a problem with their car and must immediately retire to the infield.

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

The **CHEQUERED FLAG** indicates completion of the required number of laps. It will be the intention for all races to be run to their full published distance, wherever possible.

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

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

#### **RACE PROCEDURE and DISCIPLINE**

No work may be carried out on any car at any time on the race circuit without the permission of the clerk of the course. If a driver wishes to carry out work on a race car and that work can be completed within the regulations specified in these rules, the car must first be removed to a safe area within the arena.

The driver must not under any circumstances, leave the confines of the race circuit during a race to perform this work.

After the first green flag of any race has been displayed, any car, having entered that race or any restart thereof, cannot receive attention from anyone other than the driver and then only when this can be achieved without assistance, i.e. the handing of tools or parts over the safety fence / the carriage of spare parts or tools within the race car / the use of implements from within the arena whether they be part of another car or stadium items is forbidden. It is not permitted to transfer parts from a disabled car within the arena. In the event of cars becoming entangled, the track staff are permitted to disentangle them and permit them to rejoin at the discretion of the steward on the rear of the re-formed grid.

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

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

Drivers who use their car to shield and protect an upturned or damaged car, will not be excluded when the race resumes at the discretion of the Steward.

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

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

The race may be stopped if the pits gate has to be opened to facilitate entry to the track of either an ambulance or breakdown vehicle, although this can also be done under a yellow flag at the Steward's discretion.

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

### **DISQUALIFICATION and PENALTIES**

Drivers will be penalised (and may be disqualified) for unnecessarily cutting across the infield or for gaining advantage by leaving the track to pass an opponent. A penalty will be imposed for :-

- (a) Unnecessarily cutting across the infield.
- (b) Gaining advantage by leaving the track to pass an opponent. This will include the illegal use of kerbs.
- (c) Breaking the rolling lap to gain advantage either by gaining places or by deliberately holding up the start.
- (d) Leading a Race Suspension at too fast a speed.

If a driver is penalised for more than one incident during a race or a meeting, the Steward may, at their discretion, disqualify the driver from the rest of the meeting and/or report the driver to the Board of Control.

The offending driver may be fined or suspended from driving at future meetings, the amount and period to be decided by the appropriate Board of Control.

A car being overtaken on the inside may not turn into the overtaking car. Also Side Swiping is not permitted i.e. a driver being overtaken on the straight may not turn into the overtaking car.

A driver losing a wheel or suffering a flat tyre may be flagged off at the discretion of the Clerk of the Course, having due regard to preservation of the track surface, and the number of laps still to run.

### **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.

### **TROPHIES**

Substantial trophies will be presented to each Qualifying Event winner and the first three in the Feature Race, (along with the winner of the fourth race if more than 36 cars are participating). Drivers are expected to drive immediately to the presentation area after completion of the race.

## **PART FOUR – RULES OF RACING**

### **OFFICIALS**

#### **DUTIES OF STEWARDS**

- (A) The Steward shall be in attendance throughout the race meeting ('Meeting') and for such period of time as may be necessary for the duties arising there from to be completed.
- (B) Any decision which a Steward may make that affects or varies the carrying out of the published programme (e.g. exclusion of the Driver, race to be re-run) shall be at once communicated to the Clerk of the Course for such action as may be necessary. If there is any delay in giving effect to a decision made by the Steward, the Steward shall put a stop to all proceedings until the necessary action has been taken and shall cause an explanation of such delay to be publicly announced.
- (C) The Steward of the Meeting shall have supreme control of the carrying out of a Meeting and shall have the duty of enforcing these Regulations in conjunction with the Race Director. The Steward shall remain at the place designated for the Steward ('Race Control') throughout the Meeting. The Steward shall not permit any unofficial person to be present at Race Control during the course of the Meeting and shall moreover, not allow any person to approach him during the Meeting without his express permission.
- (D) The Steward shall have regard to the public safety in general and in particular shall prohibit from competing, a Driver whom, in the opinion of the Steward, might be a source of danger.
- (E) Any protest, (other than in relation to the imposition of a penalty) received by the Steward in the Meeting shall be immediately dealt with. The protest shall be accepted, rejected or returned as the Steward may determine. The Driver, the subject of any adjudication by the Steward or Race Director shall have the right of appeal against such adjudication in accordance with Part 5. If in difficult cases the Steward finds it impossible to adjudicate on a protest, the protest shall be returned to the protester who shall be informed that the protest may be taken to the Appellate Committee in which case the appeal fee of £150 becomes payable.

- (F) Any protest from a Driver and received by the Steward at the Meeting in relation to a penalty imposed on the Driver by the Steward, shall be immediately dealt with by the Steward, who shall where time permits refer the matter to the Race Director and the Promoter at which meeting the Steward will be entitled to attend, (but not to act with the Race Director and Promoter in reaching a decision) as shall the driver. The said meeting shall be entitled to accept, reject or return the protest as it may determine. The Driver, the subject of a penalty shall have the right of appeal against such penalty in accordance with Part 5.
- (G) The Steward may exclude any Driver from a race or races or for the remainder of the Meeting, or exclude any Official who may be found ineligible to take part therein or whom, in the opinion of the Steward may be considered guilty of breaching these regulations. Further, the Steward may order the removal from the track and its precincts, any Driver, Official or other person who refuses to obey an order of the Steward or any other Senior Official. Any Driver penalised during a Meeting must be advised of such.
- (H) The Steward shall pay due regard to the fact that where a Driver(s) has been penalised, and in their opinion the penalty is not merited, they are entitled to a reasonable and courteous explanation.
- (I) Power is reserved to the Steward, the Race Director and the Promoter in the interpretation of these Regulations.

#### **DUTIES OF THE CLERK OF THE COURSE**

The Clerk of the Course shall be responsible to the Steward for the conduct of the Meeting and its administration in accordance with these Regulations and the official programme. The principle duties of the Clerk of the Course, who must be present and available throughout the whole for the Meeting, are :

- (A) To ensure that all Officials, especially the First Aid personnel are at their posts, and to ensure that the prescribed serviceable Fire and Cutting Equipment are on hand.
- (B) To ensure that all Officials, especially the Race Marshals are provided with the necessary information and knowledge to enable them to carry out all their duties expeditiously and properly.
- (C) To prevent any excluded, suspended, disqualified or otherwise unlicensed person from taking part therein.
- (D) Immediately to confirm receipt of and carry out any instructions received from the Steward either in writing or by word of mouth and either by telephone, and to ensure that all concerned, whether Officials, Drivers or spectators are informed without delay of any decisions of the Steward
- (E) To ensure punctuality in the commencement of the Meeting which shall start at the published time.
- (F) During racing, upon a signal from a Race Marshal, the Clerk of the Course shall ascertain whether the incident warrants the introduction of Race Suspension. If the Clerk of the Course deems that Race Suspension is necessary, this decision shall be immediately conveyed to the Steward and the Start Marshall by raising and 'open' yellow flag overhead.
- (G) The Clerk of the Course shall ensure that each Driver's Safety Harness and Safety Helmet chin straps are securely fastened as the Driver's car enters the arena. The Clerk of the Course may appoint a suitable deputy, such as Assistant Clerk of the Course or a Scrutineer.
- (H) The Clerk of the Course shall ensure that a fire extinguisher is automatically transported to all on track incidents causing a temporary or permanent stoppage.

#### **RACE DIRECTOR**

Rebels Racing will nominate the Race Director.

The Race Director shall have overall control of the Rebel racing element at any Meeting, and will work in concert with the other officials as prescribed.

The duties of the Race Director include the arrangement of the order and sequence of events at a Meeting and to ensure that the proper personnel are in place.

The Race Director, in conjunction with the Steward, shall have **absolute** authority over the Rebel Racing content at a Meeting and will ensure adherence at all times to the Regulations.

The Race Director shall be in attendance at all times during the Meeting.

The Race Director shall attend any meeting referred to in Paragraph (F) in the duties of the Steward of this Part Four of the Regulations.

On arriving at the Stadium the Race Director will direct you to your parking place in the pit area, you must park where the Race Director asks you to.

If anyone is found to be hiding people in their transporter for a free entry to the Stadium the Racing Driver will receive an instant ban from Rebels Racing.

### **DUTIES OF A PROMOTER**

A Promoter, whether an individual or a corporate body, or a partner, director or principal of a promoting body, shall be responsible for the organisation of any Meeting and shall in concert with the Race Director and the Steward ensure adherence to these Regulations.

### **RULES OF RACING**

REBELS RACING is intended to portray a professional standard of racing and presentation at all times. All drivers, owners and team members are expected to abide by general racing and behaviour rules applicable to the stadium where they are competing as well as REBELS RACING regulations.

### **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.

Notwithstanding that Rebels Racing is a contact sport where the use of the front bumper to spin or push an opponent out of the way is actively encouraged, driving recklessly or in a manner deemed to be a danger to others will not be permitted. Unsportsmanlike conduct is **not** permitted and in particular, but without limitation it is not permitted:

- To make deliberate contact with another car whilst not travelling in a racing direction.
- To make deliberate contact in such a way that the contacting car follows the contacted car into the safety barrier. (see Fencing)
- To make deliberate sideways contact with an overtaking car.

### **FENCING**

A car shall be deemed to be deliberately 'fenced' when the other car (or cars) has turned into the fenced car from the outside providing other reasonable action was possible.

Any car going into the fence as a result of a spin shall not be deemed to have been deliberately 'fenced'.

Any car pushed from the rear in the general direction of racing shall not be deemed deliberately 'fenced'.

A car pushed at (in the opinion of the Steward) unreasonable speed from the rear into a bend shall be deemed to have been deliberately 'fenced'. The fencing of a car is against the rules of racing. Offenders will be penalised by the Steward of the Meeting who may also refer the incident to the relevant Appellate Committee.

### **CONDUCT**

Any driver guilty of any act prejudicial to the sport shall be reported to the appropriate Board of Control or Formula Organiser, for disciplinary action, and may be called upon to appear before the Board or Organiser to answer the charges.

### **DISCIPLINARY PENALTIES**

Because monetary fines may have an unequal impact on Drivers, then according to the severity of the infringement, penalties imposed may consist of:

- A National Points forfeiture. (Minimum penalty of 50 points.)
- A meeting ban.
- Multiple Meetings ban.
- Exclusion from the Meeting or part thereof as the case maybe.

The above penalties may be imposed at the time of the adjudication or at any appellate hearing under the provisions of Part Five and the penalties may operate forthwith upon imposition or in the future or retrospectively during the current racing season or to a previous racing season.

### **SAFETY**

It is an offense for a driver to push, or work on his car within the arena while a race is in progress. Drivers abandoning cars during a race, must either retire to the central safety

compound or to a safe distance behind the safety barrier. It is the driver's responsibility to ensure that current health and safety legislation is adhered to when in the pits area. Special attention should be given to the Risk Assessments produced by the promoting company of each track.

### **In Car Cameras**

The use of in car cameras is strictly forbidden at all ORCI tracks.

## **PART FIVE - APPEALS**

For the purpose of this section the expression "disciplinary penalty" shall mean "adjudication", "exclusion", "penalty", "forfeiture" and "disciplinary" action as appended elsewhere in these Regulations.

Within twenty-four hours of the end of a Meeting, the Race Director shall confirm in writing to the offending driver upon whom he has imposed a disciplinary penalty, the reasons for such imposition.

The Offending driver shall have a right of Appeal against such disciplinary penalty. Such appeal is to be made within forty eight hours of written confirmation of the disciplinary penalty, by notice in writing to the Race Director and accompanied by such evidence that he/she might wish to bring to the attention of the Appellate Committee. This must be accompanied with the fee of £150.

Upon receipt of an appeal notice and fee, the Race Director shall convene the Appellate Committee to deal with the appeal.

### **APPELLATE COMMITTEE**

The Appellate committee shall comprise of;

- The Chairman of the Brisca General Council (The B.G.C.)
- A recognised Steward (not the one at the Meeting at which the alleged incident took place)
- A Stock Car Driver (currently racing or retired)

The Appellate Committee shall endeavour to deal with the appeal within three days of receipt by the Race Director of notice of appeal, and in any event, as soon as practically possible and in the event that the appeal succeeds the fee shall be refunded.

Where two race meetings follow each other within five days, drivers will be allowed to race under appeal, but any points scored at such meeting shall be subject to confirmation.

### **EVIDENCE AT THE APPEAL**

The appeal hearing shall take the form of a re-hearing of the allegation against the Driver convicted by the Race Director or the Steward as the case maybe.

Any relevant evidence maybe submitted to the Appellate Committee by the offending driver, the Race Director and any other person, including Video, and written statements.

The Offending driver shall be entitled to put his / her case to the Appellate Committee either in person or by representative.

The Race Director shall be entitled to attend and put his / her case to the Appellate Committee either in person or by representative.

The decision of the Appellate Committee (which may be a majority decision) shall be communicated to the offending Driver in writing within twenty-four hours of the appeal hearing. Such decision shall be final and binding on all parties.

### **PROTEST FORMS**

If you wish to make a complaint about a car / driver, there will be protest forms available from Rebels Racing which must be completed and arrive at Rebels Racing H.Q within five days of the meeting. If the protest regards the engine, a bond of £100 will be applicable to cover the costs of collection and dyno testing the engine. If the protest is upheld the money is refunded, and the owner of the engine will have to pay the bond and will be subject to Disciplinary action.

## **PART SIX- GENERAL**

### **POINTS SCORING**

All races at all meetings on the 2012 fixture list will count towards the National Points Championship. In heat races the winner shall be credited with 35 points. Second place driver will receive 30 points, the third place driver will receive 25 points and then each of the following places will score one point less down to the last finisher or one point scorer, whichever is the higher. Both Heats and Feature will be 15 laps duration. In the Feature Race, the same system will apply except that the winner will receive 40 points, second place 30 points, third place 25 points and each of the following places will score one point less and so on. This will apply for every meeting during 2012 unless otherwise stated for Championships.

At each race meeting the highest point scoring drivers within each grade will receive a grade award which entitles them to 50% discount off their entry fee at the next race meeting on the fixture list.

### **ROOF GRADING**

There will be seven categories for drivers to grade their fin plate by painting them in the correct colours with the numbers clearly painted as large as possible.

- Gold Fin with black numbers for the World Champion (will start at the rear of the grid in graded races)
- Silver Fin with black numbers for the National Points Champion (will start alongside the World Champion)
- Fin painted with the Rebel Flag and gold number for the World Masters Champion (Will start at the rear of the grid alongside the World and Points Champions)
- Red fin with white numbers for the Elite group along with flashing lights in full working order - this group will consist of the top five drivers in the National Points Chart disregarding the World Champion and the National Points Champion.
- Red Fin with white numbers for the following six drivers
- Blue Fin with white numbers for the following six drivers
- Yellow Fin with black numbers for the following six drivers
- White Fin with black numbers for any other drivers.

The points will be compiled after every fourth meeting, drivers who have competed at two or less meetings during a grading period will be graded based on their average point score as follows;

0 to 20- White  
20 to 30 -Yellow  
30 to 45 -Blue  
Over 45 – Red

Drivers who have not competed during the grading period will remain at the same grade.

Any driver who has the wrong fin, whether it be the wrong colour grade or numbers will start at the rear of the grid for every race including the final. In certain circumstances the Licence Committee reserve the right to alter the grade of a driver at its discretion. An ex World or National Points Champion can drop no lower than red. If you are considered to be working the grading system to your advantage the Licence Committee will upgrade you at any point.

The grid will be formed in the pits prior to the race if time and space allows. You must remain in your grades before the green is waved and not intermingle with the grade below otherwise you will be docked positions or disqualified from the race. The pole sitter per grade must maintain a three car gap on the rolling lap.

If experienced drivers join Rebels Racing, REBELS RACING reserve the right to enter them as an 'extra' superstar / red / blue / yellow grade. If someone enters Rebels Racing from another formula they must enter at their last grade ever achieved in their last formula. The Licence Committee's decision is final.

## **HEAT DIVIDING**

In the event that 36 cars or more are booked in for a race meeting the heats shall be divided in an A, B, C format – three groups of 12 cars. (Unless otherwise advised) Groups A + B will race in the first heat, Groups B + C will race in Heat 2 and Groups A + C will compete in Race 3. The highest 36 points scorers throughout their races will qualify for the Feature event, at some tracks / events this maybe increased to the top 40 qualifiers at the discretion of the Race Director.

## **CHAMPIONSHIPS**

### **National Points Championship**

The NATIONAL POINTS CHAMPIONSHIP will be won by the driver accumulating the highest number of points. Every race will count, the winner will receive 50% off their entry fees for the following season and the Runner Up will receive a 25% discount from their entry fees.

The winner of a Feature Final will not be charged his / her entry fee for the following Rebel meeting. However this award is only valid if it is used for the next meeting on the Fixture List.

### **Midland Championship**

Five Qualifying rounds will take place at 4 Midlands Tracks. The Final will take place at Northampton on 4<sup>th</sup> June, the points scored in the heat races on the day will also count towards the Championship grid. The Midland Championship will be the final race of the day, rolling start 2/2 formation. Drivers who have not contested one of the five qualifying rounds but wish to participate in the Championship will start from the rear of the grid regardless of their points score in the heat races on the day.

### **Nationals Championship**

All points scored in Grand National races throughout the year will determine the grid for the final to be held at Aldershot on 30<sup>th</sup> September. White graders will have their points score x4, yellows x3, Blue x2 and reds/superstars will have their actual score. First Race of the day, clutch start, 2/2 formation. Drivers who have not qualified will be allowed to start from the rear of the grid.

### **Shale Shifter**

A qualifying round will take place at each shale meeting, the final will be held at Stoke on 28<sup>th</sup> July, the title race will be the feature final and the points scored in the heats will count towards the grid. Drivers who have not contested at least one of the qualifying rounds will start at the rear of the grid regardless of their points score in the heat races. Clutch start, 2/3 formation, normal feature final rules apply.

### **KPH Challenge**

The series will be won by the driver scoring the highest number of points at the qualifying rounds. There will be four rounds in total, points are scored from 10 to 1 for the top ten finishers in the heat, final and Grand National (where applicable) races at qualifying rounds.

### **Southern Shoot out**

The Southern Shoot Out will be the feature final at Northampton on 28<sup>th</sup> October. Based on points scored at all Northampton Meetings (including the heat races on the day) The grid will be reversed and split in to two with the lower point scoring group starting ½ lap in front. clutch start 2/2 formation, normal feature final rules apply. Drivers who have not competed at one prior Northampton meeting will start at the rear of the grid regardless of their point score on the heat races on the day.

### **East Coast Championship**

Based on the total point scores at all Skegness (excl WWR 26<sup>th</sup> August), Ipswich and Great Yarmouth meetings. The winner will be the highest point scorer overall. White Grade drivers will have their meeting score x4, yellow x3, blue x2 and red/superstar drivers will have their actual point score. In the event of a draw the winner will be the driver with the highest finishing position in the final race at Skegness 27<sup>th</sup> August.

### **Clash Series**

Each time we race alongside the FII's a Clash Series Qualifying round will take place, the final will be the feature final at Birmingham on 10<sup>th</sup> November, highest points scorer on pole, clutch start, 2/3 formation. The points scored in the heats on the day will count towards the grid, (including those in the whites and Yellows Championship race). Any driver who has not contested at least one prior qualifying round will start at the rear of the grid regardless of their points score in the heat races.

### **Whites and Yellows Championship**

Every point a white or yellow grade driver scores at a qualifying meeting will count towards the final to be held at Birmingham on 10<sup>th</sup> November. Any driver who has scored qualifying points and has been upgraded to blue at the time of the final will be able to participate, red and superstar drivers will not be allowed to participate in the whites and yellows final. The race will be graded, 10 laps rolling start. First race of the day.

### **Tarmac Boss Championship**

Six qualifying rounds will take place at Tarmac Tracks and the final will be held at Buxton on 9<sup>th</sup> September. Final race of the day, highest point scorer on pole, clutch start *2/3 formation*  
Point scored in the heat races on the day will count towards the final grid, however, any drivers who have not contested at least one prior qualifying round will start at the rear of the grid regardless of their point score.

### **European Championship**

Taking place on Sunday 15<sup>th</sup> July, first race of the day, the grid will be based on the points scored in all races on Saturday 14<sup>th</sup> July. The highest point scorer will be on pole, rolling start, 15 laps.

### **2012 Worldwide Rebellion**

#### Skegness Stadium Sunday 26<sup>th</sup> August

One qualifying round will take place at each track that we race at throughout 2012 the top 38 Point scoring drivers will qualify for the race, 20 laps, rolling start 2/2 formation. The WWQ round at Aldershot on 17<sup>th</sup> June will be a double WWQ points meeting.

### **2013 WWQ Rounds**

Birmingham 13<sup>th</sup> October and Northampton 28<sup>th</sup> October will be 2013 WWQ meetings, drivers will be able to use these point scores at the same qualifying meeting in 2013 if they do not outscore them in 2013. If we run a Grand National / third heat race at either of these meetings this too will count towards the score.

### **Skeggy Rebel Treble**

All points scored on 23<sup>rd</sup>, 26<sup>th</sup>, 27<sup>th</sup> August will determine the grid for the Rebel Treble which will be the feature final on the 27<sup>th</sup>. Highest point scorer on pole, clutch start 2/3 formation, normal feature rules apply.

World Masters

### **Brandon Superbowl**

The Brandon Superbowl will be contested at Coventry on 26<sup>th</sup> May; the winner of the feature final will take the title. Normal Feature final rules apply

### **Johnny Goodhall Memorial**

The winner of the feature final at Coventry on 21<sup>st</sup> July will take the title, normal feature final rules apply

### **Stuart Smith Memorial**

The winner of the feature final at Birmingham on 13<sup>th</sup> October will take the title, normal feature final rules apply.

### **PRIZE MONEY**

Prize money is not an integral part of REBELS RACING.

### **CAR SHARING**

The sharing of a car, even at the same meeting, will be actively encouraged. As long as drivers have booked in prior to the meeting to ensure both public and the Race Officials are fully aware of who is in the car at any one time. It is acceptable for two (or even three) drivers to use the same car for the Qualifying Events. The highest points scoring driver would be the one to qualify for the Feature Race. If there is a tie on points, the youngest driver would be selected.

### **CAR SWAPPING**

Swapping between drivers is allowed providing both cars and drivers are in a competitive state and racing for points. You will not be allowed to swap into another car if the other driver or car is not in a competitive state.

If you suffer from mechanical problems before the meeting starts i.e. in practice you will be allowed to change into a spare car if no-one else is entered / booked in to race it. As long as your fin plate and transponder is fixed to the car and all Rebels Officials are aware of the change over.

### **AGE LIMITS**

No person under the age of 16 yrs will be issued with a license to race a Rebel Race Car. No new license will be issued to any person over the age of 55, unless special dispensation has been granted by the ORCi in consultation with its insurers and the relevant sub-committee or association.

REBELS RACING cars are manufactured  
under licence by Rebels Racing Engineering.

The governing body is REBELS RACING.

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