

Trackstar Racing

Norfolk Arena
Saddlebow Road
King's Lynn
Norfolk
PE34 3AG
Tel 01553 771111 / 07791704157

IMPORTANT INFORMATION – PLEASE READ CAREFULLY!! 1600cc BANGER

Monday 26th May

Dear Banger Driver

Welcome to King's Lynn for today's 1600cc Banger National Championship Qualifier. Thank you for joining us and we hope you have a good day.

IMPORTANT – PLEASE FULLY CO-OPERATE WITH THE PIT MARSHALL – HE HAS A LOT OF CARS TO FIT INTO THE PITS TODAY!

Please note that if your car needs recovering after a race you must wait inside your car and not get out of it.

Anyone who gets out of a car during a race stoppage must collect their car from the pit gate and will not be allowed back on track – you can make your way to the pit gate through the area inside the catch fence but must not go back on track.

PLEASE NOTE THAT THERE ARE GREEN TYRES BETWEEN TURN 3 AND TURN 4. THE LEAD WHITE TOPS MAY START AT ANY PERIOD BETWEEN THESE TWO TYRES. THE SAME GOES FOR ANY RESTARTS. DRIVERS STARTING BEFORE REACHING THE FIRST GREEN TYRE WILL BE DOCKED PLACES.

FOLLOWING SOME CONFUSION WE HAVE UPDATED OUR RULE WHERE DRIVERS ARE ALLOWED TO ATTACK ON OPPOSITE. PLEASE READ BELOW CAREFULLY!

Any driver who goes the wrong way and attacks a car on opposite on the straights can expect an ORC ban! Drivers are allowed to attack cars on opposite as long as the attack is made BETWEEN THE TWO WHITE LINES MARKED ON THE FENCE in each corner.

The following rules apply:

- Attacks must be from the outside in or square (i.e. head-on) to the target car
- Attacking inside-out (even if you fail to make actual contact with a target car) will result in a load-up and the risk of further disciplinary action
- Drivers may use the concrete area on the exit of the corners to turn around safely, but should avoid use of the concrete area inside the inner ring of tyres. Excessive speed on the infield will result in a load-up and a potential racing ban
- Drivers are also reminded that attacking directly off the infield carries a minimum ORCi ban of 3 months – so if you rejoin the track from the infield you should ensure that you are

- travelling either directly towards or from the outside-in before hitting another car AND that you have travelled at least two car-lengths since leaving the concrete
- At the discretion of the steward, drivers gaining too much speed outside the white marks on the fence in order to hit a car within the permitted on-opposite attacking zone may be found guilty of dangerous and irresponsible driving and loaded and possibly subject to further disciplinary action

In view of the above, we strongly recommend that drivers turn around and make their way to the outside of the track and stop before making an attack. In particular, if you choose to come straight off the infield and attempt to square up a car coming towards you, then you run a strong risk of the oncoming driver trying to swerve around the outside of you. If you also swerve to still try to hit them, then you WILL be guilty of an inside-out attack whether or not you actually make contact.

SCRUTINEERING –

Please note that if you are in queue for scrutineering when racing starts you will have to leave the track and go the other side of the catch fencing. Scrutineering will take much longer when racing starts so make sure you go and get scrutineered as soon as possible,

Some important points that the Scrutineers have asked you to note before taking your car to Scrutineering are as follows which are often the main reasons why cars fail and have to go back. Please note if you need to be rescrutineered you will need to rejoin the back of the grid;

Bonnets are with the car, but un-done ready to remove.

B Pillar, rollframe and steering column and behind your head is padded.

No more than 4 bolts per door and boot.

No more than 2 bolts in rear arch.

No welds other than as in rulebook.

All airbags and steering wheel centres are removed.

Your car must have a full roofplate regardless of if the car has a sunroof or not

Bonnets & crush tubes should be with the car, but undone ready to remove. These must be brought to scrutineering otherwise you will be sent back for them.

Racing Rules

For this meeting we will NOT be using the yellow caution flags. Following a rolling lap which will be under a yellow flag, it's simply Green for Go and Red for Stop with the chequered coming out for the race winner. The racing rules are on the other side of this handout, please read and understand them. Although all of the rules are very important there is one we would like to emphasise:

any driver who misuses the infield will be severely dealt with! When going on the infield you must not exceed walking pace

Wheels and Tyres

Please ensure you take all your rubbish with you including wheels and tyres. Any driver leaving wheels and tyres in the pits will be subject to an ORC ban.

Pit Safety

Please note there is no smoking in the pits

There is a strict walking pace speed limit in the pits

When working under your car you must make sure it is supported by either a proper axle stand or with some wheels and not just left on a jack so if the car slips off the jack there is something to stop it causing a serious injury to whoever is underneath it. If a Hiab is used ensure part of the car is over the flatbed area of the lorry.

All fuel must be kept in sealed containers.

- In the pit area the speed limit shall not exceed walking pace at all times! Drivers and mechanics are reminded they must not encourage members of the public (especially children) into the pit area. Members of the public are not permitted to gain entry to any racing venue via the pit gate entrance under any circumstances.
- When drivers are working on their car in the pits they 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. The driver should make sure that a member of their crew is responsible for ensuring no-one is placed in danger by their 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. Drivers 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 the drivers crew remain their responsibility throughout the raceday.
- Fuel should be stored in approved containers and well away from public areas. When re-fueling a 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-fueling.
- 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 any vehicle in the pits you must always obey the 5 mph limit.
- Children must be accompanied by an adult at all times.

RULES OF RACING

- Drivers must drive straight to their correct grade to line-up. No turning right out of the pit gate, no hanging back and no driving all the way round the track. Any driver who wins a race must start at the back of their grade for the rest of the meeting
- Please obey our officials at all times.
- Only 3 flag colours will be in operation for racing, we will NOT be using the yellow caution flags for this meeting (Although we will be using a “stationary yellow” – see below!). So following the rolling lap it’s: Green - Go, Red - Stop and Chequered.
- Do not attempt to race a car that hasn’t passed scrutineering. Drivers found to have added anything after scrutineering will be referred to the ORC

Any driver who goes the wrong way and attacks a car on opposite on the straights can expect an ORC ban! Drivers though are allowed to attack cars on opposite as long as the attack is made BETWEEN THE TWO WHITE LINES MARKED ON THE FENCE in each corner. The following rules apply:

- Attacks must be from the outside in or square (i.e. head-on) to the target car
- Attacking inside-out (even if you fail to make actual contact with a target car) will result in a load-up and the risk of further disciplinary action

- Drivers may use the concrete area on the exit of the corners to turn around safely, but should avoid use of the concrete area inside the inner ring of tyres. Excessive speed on the infield will result in a load-up and a potential racing ban
- Drivers are also reminded that attacking directly off the infield carries a minimum ORCi ban of 3 months – so if you rejoin the track from the infield you should ensure that you are travelling either directly towards or from the outside-in before hitting another car AND that you have travelled at least two car-lengths since leaving the concrete
- At the discretion of the steward, drivers gaining too much speed outside the white marks on the fence in order to hit a car within the permitted on-opposite attacking zone may be found guilty of dangerous and irresponsible driving and loaded and possibly subject to further disciplinary action

In view of the above, we strongly recommend that drivers turn around and make their way to the outside of the track and stop before making an attack. In particular, if you choose to come straight off the infield and attempt to square up a car coming towards you, then you run a strong risk of the oncoming driver trying to swerve around the outside of you. If you also swerve to still try to hit them, then you WILL be guilty of an inside-out attack whether or not you actually make contact.

- No attacking drivers door. There should be no deliberate hits at all on the drivers side between the two wheels.
- No attacking cars on the infield, or coming off the infield to attack cars. Any misuse of the infield will be harshly dealt with, we cannot emphasise this enough! If you go on the infield, you must not exceed walking pace - **THIS IS AN IMPORTANT H&S RULING. NO DELIBERATE HITTING OF CARS ON THE OUTER CONCRETE.** Please note that drivers should only go inside the main ring of tyres to retire and should do so at a maximum speed of walking pace. If you are forced into this area you must immediately slow to this speed and rejoin the track where you entered. Any driver who goes in this area and does not slow down will be immediately black flagged and could face further disciplinary action.
- **Any driver who attempts to avoid a pile up on the track by going inside the ring of tyres will be docked by a minimum of two places. Should a driver do this more than once they will be excluded from the result. In the event of a race seeing all active drivers go inside the ring of tyres the lap charts will go back to find the race winner who will be the last driver to have completed a lap who has not gone inside the tyre wall even if they have not completed full distance. Any driver cutting across the centre or who goes inside the inner white line will be excluded from the race. ONCE THE RACE HAS STARTED IF THERE IS A TRACK BLOCKAGE THE WIN WILL GO TO THE LAST CAR LEGALLY RUNNING.**
- **Any driver who retires to the centre must remain in their car and not get out even if there is a race stoppage. If you need recovery wait in your car for a tractor to come or you may drive to the pit gate at the end of the race. If you are on the track when the race ends and you need recovery you must remain in your vehicle until recovery comes.**
- **No driver must exit their car on the infield or on track until there is a race stoppage unless there is a major problem – IE Fire. If you go on the infield you must remain in your car with belts and helmet on for the duration of the race. If you are on track you must not exit your car unless there is a race stoppage. If a stoppage occurs and you may go to the safe area which is the other side of the fence. If you leave the track after a stoppage when the race ends you must return to your car and if you need recovery wait inside it until a tractor arrives.**

- In the event of a stoppage the race will be restarted with any backmarkers between the top six drivers which are on the lead lap removed and sent to the back of the grid. These drivers will gain a lap back in the race. No driver must attempt to overtake or unlap themselves without being instructed to do so by an official.
- If you win a race you must pull up next to the trophy table on the centre and remain in your car until a marshall indicates you may exit.
- No violent, threatening or abusive behaviour to other drivers or officials.
- Please take care when going near a car which is covered by a marshal's "stationary yellow" – this means that the car has sustained a lot of damage and must not receive another hit. Any driver hitting a car covered by a marshalls yellow flag will be subject to disciplinary action.
- No t boning cars which are up against the fence at excessive speed. **No deliberate t bones.**
- Once you have passed a stationary car twice it is "out of bounds" and is not a legitimate target and must not be deliberately attacked. If a car has already been attacked and is crippled it must not be attacked.
- Anything which the steward views as being "dangerous driving" may attract an ORC Ban.
- Please note that if a race is stopped just to allow a driver to exit his car, no cars on track will be moved if there is a way through. Drivers must quickly exit their cars and move to the safety area and the race will be restarted as quickly as possible.

If a serious offence is committed the driver concerned maybe loaded indefinitely and the incident maybe referred to the ORC for possible further action.

Meeting Format

1. Junior Banger Heat 1
2. Junior Banger Heat 2
3. Big Van Banger Heat 1
4. Reliant Robin Heat 1
- 5. 1600cc Banger Heat 1**
6. Junior Banger Consolation
7. Big Van Bangers Heat 2
8. Reliant Robin Heat 2
9. Junior Banger Final
- 10. 1600cc Banger Heat 2**
11. Big Van Bangers Heat 3
12. Reliant Robin Final
13. Junior Banger Allcomers
- 14. 1600cc Banger Final + Destruction Derby**
15. Big Van Banger Final + Destruction Derby

All 1600cc Banger races are all in and open to all available cars.

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| SS | 69 | | | | | | | | | | |
| R | 248 | 311 | 337 | 566 | 730 | 755 | | | | | |
| B | 275 | 349 | 479 | 512 | | | | | | | |
| Y | 9 | 19 | 43 | 196 | 644 | 713 | | | | | |
| W | 8 | 10 | 39 | 83 | 113 | 195 | 238 | 252 | 260 | 379 | 550 |
| | 666 | 666 | 743 | 817 | 849 | 851 | 951 | 961 | | | |

Drivers should not have Smart-devices on their person during racing. Some have technology built into them, which could trigger responses from Emergency Services on impact.

DD

Drivers who wish to compete in the DD and not the meeting final must wait on the middle until the final is finished and then make their way onto the track taking care of officials and other obstacles on the middle whilst doing so. You must not exceed walking pace whilst on the centre.

The DD will start after all points places in the final have been completed. The Chequered flag will be waved whilst this happens. Following this the yellow flag will be waved together with yellow flashing lights whilst drivers move on and off the centre – drivers should circulate slowly at this point with no contact – once the DD is ready to begin the green flag will fall to signify the start of the DD.

Any cars still moving who do not wish to take part in the Destruction Derby must go on the middle taking care of officials on the middle and other obstacles. Drivers must not exceed walking pace when on the concrete.

Drivers who go on the middle from the race and then re enter the DD later will not be eligible for the victory in the DD. Drivers who do not join the DD when the green flag falls will not be eligible for the win. Any driver doing more than two laps of the track without making contact with a competitor will be excluded from winning the DD. Anyone falling foul of the above will receive a black cross and although they may continue in the DD and could be eligible for an entertainer award they will not be eligible to win the DD.

Any cars which are dead from the meeting final and not moving when the DD starts are not legitimate targets in the DD.

Please note that once the Destruction Derby starts you must stay on the track. There must be no hits whatsoever on the centre where the tyres are.