

Rebels Racing

2018 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. All seals from December 2012 onwards are numbered and recorded.

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 an engine to be illegal. With the exception of factory machined areas.

D) Engines may be removed and taken for checking at any time. Engines may be removed from cars and replaced with a Rebels Racing loan engine for any meeting and the suspect engine stripped for inspection and rebuilt by Rebels HQ. Camshafts are specifically ground for Rebels by Piper and can be checked against their records at any time. **Only Camshafts** supplied by Rebels Racing are legal for use.

F) Flywheels. As manufactured by Reliant, weights vary, but we have weighed a considerable number of them here and the lightest one we can find is 2.6 kilos. Ex factory. SO THAT IS THE MINIMUM weight with ring gear and original spigot bush. However experience shows these engines benefit from some weight in this department, so going out and lightening yours to the new minimum is in our opinion unnecessary.

Car owners may carry out basic services, such 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.**

Rebels Racing reserves the right to impound the engine from any car at any time for any reason 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 and a lifetime ban from Rebels Racing.

Electronic ignition and electric radiator fans are not permitted.

GEARBOX

The gearbox shall remain as supplied, with Standard Robin or Rialto ratios. 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 anyway.

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 may be 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.

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) from a race.

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.

No modifications will be allowed, no cutting, no grooving or buffing and the use of softener is prohibited. All cars will be tested for this during pre-meeting scrutineering. Any tyre reaching the "wear block" at THREE places anywhere on the tyre must be replaced. (If found POST race this will lead to disqualification and possible further sanction)

SUSPENSION

Basic trailing link and rubber sandwich block system. Slotting the holes vertically in the mounting block is NOT allowed. Utilising a 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. Only Approved Sandwich blocks may be utilised. **These are only available from REBELS RACING.**

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 sign written. 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. A non return valve must be fitted on the breather pipe at the front of the fuel tank. (Rebels HQ has supplies and fitting instructions).

SAFETY

All cars are constructed using premium 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 2018 Scrutineering book, where you will find steel dimensions and other useful information).

FRONT BUMPERS - The specification for 2018 onwards has now been changed to allow for the fitting of a suspension block as a cushion/crumple zone. All cars must have this modification done at the first opportunity (i.e. when next fitting a bumper). All new factory bumpers will have the mounting plate attached in readiness and chassis rails can be cut back by 30/40 mm to weld on the new 6mm thick mounting plate (freely supplied with M12 bolts). A (used, re-drilled 12mm) suspension block can be bolted to a new bumper and mounted easily. Regardless of damage or not, ALL cars will have this fitted by the World Wide Rebellion (14th October at Skegness). As this is 'in development', changes to the use of or mounting of the existing support hoop will be trialled; several methods have been considered. Experience will determine which one is to be the Standard.

As before, plating the FRONT of the bumper to repair damage can be done but the thickness at this point must not exceed 36mm. Urgent repairs at a race meeting might exceed this, but it must be addressed before the next meeting. 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 outside edge of the bumper.

No additional armouring of nerf rails or bumpers is allowed.

CAR LENGTH

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

CAR WIDTH

The car must not exceed 57" at the end of the nerf rails. NO extensions allowed beyond tyre wall. The maximum distance between the chassis rail and outer edge of nerf rail is 11.5 inches including any 3mm plate welded on to cover damage. **NO ARMOURMING** of nerf bars or supports is allowed.

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.

RACECEIVERS

Every driver shall have a Raceceiver, and carry spare batteries, As soon as a driver has arrived in the pits, it is advised that they either have theirs switched on and working, or with a trusted member of crew, in case any new or additional information needs to be broadcast. It is essential that the driver uses one during a race. Failure to do so may involve exclusion from the race and / or 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. A Full Licence expires on December 31st 2018. 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 can take minimum of two weeks to process and issue. *From 2013 Any driver having ever attained Blue grade or better and **having sold up will be deemed as retired and will not** be issued with a new full Rebel Licence, *even if they regret it*, but may, if they wish, race as a guest on a day licence only. There may be departures from this in exceptional circumstances, with the approval of the licensing committee.*

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.

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 Hans Device or similar, by drivers, is compulsory.

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. Specifically-made part 2 inch shoulder straps to suit the Hans device are acceptable from Premium manufacturers.

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 in 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 arena 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. 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

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. There will be no weaving and swerving, or "tyre warming" and a steady procession will ensue. Any driver breaking rank will be subject to a penalty. Any driver jumping a start or restart will be docked **three places** for each car passed. The race shall be started by the Starter causing the starting (green) 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. At Tracks 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 (if one exists) 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 single 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 Director's 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 re-form 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. Ignoring a black flag will result in a meeting ban.

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 offence 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 prior to the waving of the chequered flag.

RACE PROCEDURE and DISCIPLINE

No work may be carried out on any car at any time on the race circuit. 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, push starting cars will not be deemed as outside assistance.

Drivers will not be allowed to exit their cars whilst the race circuit is live i.e. under "green" racing conditions. This includes both drivers on the race track whose car has become immobilised and those who retire to the infield who must also remain in their cars with both their safety harness and helmet on. The only exception to this is where a car needs to be vacated in emergency conditions – i.e. fire etc. If a driver is in a car and feels there is a problem which officials may not be aware of which potentially makes staying there unsafe, they should indicate this to an official with the "thumbs down" signal who will then ask race control to suspend the race. It should be noted that in all cases, the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start.

If a waved yellow caution or red flag race stoppage is instigated, drivers who are already on the centre must remain strapped in and with helmets on. Drivers who are in immobilised cars on other parts of the circuit may exit their cars whilst the race is suspended but must go into a designated area which is considered by the promotion to be the safest place to be whilst the race is live, which may well be off the track completely.

Drivers will be informed of where this area is by means of a driver briefing or driver handout. Drivers who are still unsure of where this area is should ensure they find out where it is before racing by contacting the Clerk of the Course or another senior official.

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.

- (f) In the event of a red flag being shown, all cars must come to a complete stop within ¼ of a lap and stay there until directed to move by a Marshall. Moving under red flag conditions without authorisation will result in EXCLUSION.

DISQUALIFICATION and PENALTIES

A penalty (or disqualification) 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 entire discretion, disqualify the driver from the rest of the meeting and/or report the driver to the Board of Control. Any driver asked to load up and miss any subsequent race(s) and will forfeit all points scored that meeting.

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 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 - Appeals. 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 of 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 - Appeals.
- (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 of 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 or radio, 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 Marshal 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, and can nominate a Stand In.

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(s) 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 allowed, driving recklessly or in a manner deemed to be a danger to others will not be permitted. Unsportsmanlike conduct is **not** permitted, neither is causing unnecessary damage, 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
- To make deliberate contact after the **RED** flag

FENCING

A car shall be deemed to be deliberately 'fenced' when the other car (or cars) has turned into the fenced car from the inside 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".
Any car still in definite contact with the car hitting the fence shall be deemed to have deliberately "fenced" it and/or followed it in.
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, including any inappropriate use of Social Media, 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. Persistent offenders could have their licence revoked.

DISCIPLINARY PENALTIES

Monetary fines may well have a disproportionate impact on Drivers, therefore, 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, and forfeiture of any points gained.

The above penalties may be imposed at the time of the adjudication or at any appellate hearing under the provisions of Part Five - Appeals 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 ORCi offence for a driver to get out of their car whilst within the arena while a race is in progress. If the driver is injured he must give the THUMBS down signal to a Marshall, even if that driver's car is on the centre green. The driver has a 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;

- A prominent member of the ORCi
- 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. 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 £250 will be applicable to cover the costs of collection and dyno testing the engine (or stripping and rebuilding). 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 2018 fixture list will count towards the National Points Championship. In Qualifying Event (heat) races the winner shall be credited with 35 points. Second place driver will receive 30 points, the third place driver will received 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 normally be of 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 2018 unless otherwise stated for Championships. Race distances shall be determined by The Steward and announced prior to the first event.

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

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.

ROOF GRADING

There are seven grading categories and drivers must grade their fin plate by painting it 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) The National Points Champion can if desired use the Race Number ONE
- 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 may 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 at the Discretion of the licence committee.

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 number 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 sole 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 the set car gap on the rolling lap (Part Three – The Race).

If experienced drivers join Rebels Racing, REBELS RACING reserves 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.

QUALIFYING EVENT (HEAT) DIVIDING

In the event that 36 cars or more are booked in for a race meeting, the heats shall may 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 is entitled to use the number ONE for the following season.

Midland Championship

Three Qualifying rounds will take place at three Midlands Tracks, all tarmac. The Final will take place at Birmingham on 14th July; 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, with a rolling start in 2/2 formation. Drivers who have not contested one of the three qualifying rounds but wish to participate in the Championship will start from the rear of the grid regardless of their points score from 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 Stoke on 29th September. White graders will have their points score multiplied by 4, yellows x3, blue x2 and reds/superstars will have their actual score. It will be the first race of the day, 2/2 rolling start, closed formation. Drivers who have not qualified will be allowed to start from the rear of the grid.

KPH Challenge

The series will be won by the driver scoring the highest number of points at the qualifying rounds. There will be three rounds in total, points are scored from 10 to 1 for the top ten finishers in the heats, final and Grand National (where applicable) races at qualifying rounds. The final will be held at Buxton on the 12th August. All points scored by Red tops will have each race points gained deducted by 2 and similarly Blues by 1. By request of the Sponsor, KPH Tyres.

Southern Shoot out

The Southern Shoot Out will be the feature final at Northampton on 11th November. It is based on points scored at all Northampton Meetings (including the heat races on the day). The grid will be reversed and split into two with the lower point scoring group starting ½ lap in front. It is a clutch start 2/2 formation race and 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 from the heat races on the day.

East Coast Championship

This is based on the total point scores at Mildenhall and all Skegness 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 14th October.

Clash Series

Each time we race alongside the Brisca FII's, a Clash Series Qualifying round will take place. The final will be the feature final at Stoke on 28th October, with the highest points scorer on pole, for a clutch start in 2/3 formation. The points scored in the heats on the day will count towards the grid. 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 from the heat races.

King of The Hills

Four Rounds shall take place, with the Final at Buxton on 23rd September. Highest point scorer on pole for feature final. Normal feature rules apply.

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 24th 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 with a rolling start and is the first race of the day. The Grid will be Whites at start line, Yellows at turn three, Blues exit turn two.

Tarmac Boss Championship

The Tarmac Boss shall be awarded to the winner of the Feature Final.

The Shale Shifter Championship

There will be one round at each Shale meeting (*excluding NIR?*); the highest points scorer shall be on pole for the first race at Stoke on 28th October. The race will be in 2/2 formation, 15 laps with a rolling start.

European Championship

Taking place on Sunday 29th July, first race of the day. The grid will be based on the points scored in all races on Saturday 28th July. The highest point scorer will be on pole, rolling start, 20 laps.

2018 Worldwide Rebellion

Skegness Raceway Sunday 14th October

Eight qualifying rounds will take place throughout 2018. One at each track. The top 38 Point scoring drivers will qualify for the race, 20 laps, rolling start 2/2 formation. The last WWQ round at Skegness on 23rd August will be a WWQ points scoring meeting, BUT based on the East Coast multiplication system. I.e. Whites x 4, yellows x 3 etc.

Spring Nationals

The feature winner at Aldershot on 15th April.

Skeggy Rebel Treble

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

World Masters

There are two rounds held at Northampton and Birmingham and the final lined up based on points scored. Normal feature rules apply. The final will be held at Buxton on 2nd April.

British Championship

To be held at Mildenhall 29th April. All points scored to determine the Feature grid, single file closed grid clutch start (Pole sitter to toss coin).

Man of the Midlands

The winner of the feature race on 20th May at Buxton.

Scottish Championship

All points scored on Saturday night and Sunday set the grid for the Scottish Championship, which is the last race on Sunday.

Heart of England

Feature winner at Buxton on 23rd September. Normal feature 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. Both/all of the drivers must 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. Your fin plate and transponder must be fixed to the spare car and all Rebels Officials must be aware of the change over.

AGE LIMITS

No person under the age of 16 yrs will be issued with a licence to race a Rebel Race Car. No new licence 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.

Remember. The reason you bought a Rebel race car was to compete on a level basis, any attempt to cheat, or gain unfair advantage by being outside the rules and the SPIRIT of the rules renders your decision worthless.

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

The governing body is REBELS RACING.

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