

BUXTON RACEWAY

GENERAL RULES

AND REGULATIONS

2018

Revised and issued 12th December 2017 E&OE

The Promoter reserves the right to make amendments and alterations to these rules, the Promoters decision is Final.

BUXTON RACEWAY GENERAL RULES AND REGULATIONS

1. SAFETY INFORMATION - DRIVERS

Short Circuit Oval Racing is a potentially dangerous activity. There are risks to the safety of drivers, staff, mechanics and any other persons within the Stadium. In order to minimise such risks so far as reasonably practicable, Buxton Raceway Ltd has a Safety Policy, which complies with the appropriate legislation and guidance. As a result of this appropriate safety procedures have been put in place, which include imposing certain requirements on drivers, their mechanics and any other persons accompanying them. It is a condition of entry to the Stadium that all such persons agree to abide by these requirements.

1. Drivers must be fully aware of their responsibilities as defined in this rulebook. In particular race cars must comply with the safety requirements as defined in the Regulations and determined by Buxton Raceway Limited Officials. Drivers are responsible for the safe conduct of their mechanics and other accompanying persons. Particular care must be taken for the safety of children. No one is allowed to drive a race vehicle at any time whilst under the influence of alcohol, drugs or other substances. No BBQ's are permitted anywhere within the confines of the Raceway.

2. Race cars must be transported in a secure manner. There must be no risk of any vehicles or other items falling off the transporters/trailer. Unloading must be carried out with due regard to safety of all persons in the vicinity. All vehicles, whether transporters or race vehicles must be manoeuvred within the confines of the Stadium with care and a strict speed limit of 5 mph adhered to at all times. Excessive speed or reckless driving within the Stadium is NOT ACCEPTABLE AND APPROPRIATE ACTION WILL BE TAKEN AGAINST OFFENDERS. Whilst on track prior to or after races, race vehicles must be driven with due regard to the safety of Officials and other persons/vehicles. Vehicles must not be driven on the track at excessive speed except under race conditions.

3. There are a number of potentially hazardous activities, which might need to be carried out in order to prepare or repair vehicles for racing. These include unloading, loading, jacking vehicles up, using power saws/grinders, welding, using other power tools, pouring petrol etc. These activities are permitted in the pits providing they are performed with due regard to the safety of the driver, mechanics and any other persons in the vicinity. In particular special care must be taken with any activity, which might cause hazard outside the immediate area of the vehicle, such as sparks from power saws/grinders, or items flying off such as the heads of hammers etc.

4. In order to minimise the risk of fire, petrol must be stored in appropriate containers and dispensed safely. Fire extinguishers are available at locations around the Stadium and certain Buxton Raceway Limited Staff are trained in their use. Additionally, it is a requirement that all transporters must carry a fully operational 4kg dry powder gauge fire extinguisher. They must be adjacent to the car when refuelling is taking place. In the event of a fire, a Buxton Raceway Limited Official must be notified IMMEDIATELY. All petroleum must be carried in a container marked accordingly and drivers must ensure they comply with all current legal requirements/regulations laid down on the carriage and use of petrol. **WARNING - PETROL FILLING MUST NOT BE CARRIED OUT IN CLOSE PROXIMITY TO WELDING OPERATIONS AND WHERE MEMBERS OF THE PUBLIC ARE PERMITTED. A STRICT NO SMOKING RULE MUST BE ADHERED TO WHEN RE-FUELLING. REMEMBER SAFETY IS EVERYONE'S RESPONSIBILITY!**

TYRE BUFFING INFO - IMPORTANT

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

2. DRIVERS RESPONSIBILITIES

1. CRASH HELMETS Helmet rules are subject to review at any time, the current rulings are within the rules sheets for each formula that races at Buxton Raceway

2. OVERALLS AND OTHER SAFETY CLOTHING Drivers must wear clean bright coloured overalls, flame retardant Proban or a higher specification material. They must be worn at all times. It is suggested that the driver's blood group is embroidered on the right hand breast pocket. If wet weather clothing is used, it must be on top of these overalls. You should refer to the Construction Rules for the formulas you race, towards the back of this rule book, for recommendations on the use of fireproof gloves, balaclavas and neck supports.

3. MECHANICS A driver shall be deemed responsible for the discipline of his mechanics at all times. This ruling also extends to others that the driver may bring with them. Mechanics are not allowed on the circuit at anytime without the permission of the Steward/Clerk of the Course.

4. PASSENGERS No passengers to be carried in or on the racecar at anytime either in the pits or on the track, except in the case of laps of honour and grand parades.

3. ORCi RULES OF RACING



2017 RULES OF RACING

GENERAL

The following rules will apply to all formulas that race at ORCi Sanctioned Tracks. Any variation to these rules must be agreed with the Oval Racing Council, and then, only in exceptional circumstances.

At all times while at a race meeting, a driver shall be deemed to be under Racing Rules. Any driver guilty of any act prejudicial to the sport, including comments on social media sites etc, shall be reported to the appropriate Board of Control or Formula Organiser, for disciplinary action, and may be called upon to appear before the Board or Control or Formula Organiser, to answer the charges.

The interpretation of these rules pertaining to race procedures or lap scoring positions will be decided by the appointed ORCi officials at the race event.

STARTING POSITIONS

Drivers must start in positions laid down by the Steward of the Meeting and in their correct grade (where applicable) at all times. Special dispensation to start at the rear of the grid will be made, only on application to the Steward of the Meeting, in the case of a driver wishing to test a new car on the occasion of its first meeting or at the Steward of the Meeting's discretion.

CLUTCH STARTS

At all clutch starts the Start Marshal shall satisfy himself that all drivers are ready on the 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.

ROLLING STARTS

In the case of a rolling start the drivers shall drive a preliminary lap, or part lap as directed by the Steward of the Meeting, keeping abreast in their proper positions and at a speed set by the inside driver at the front of each grid and/or grade and shall maintain the allotted gap between grades where applicable.

The race shall be started by the Start Marshal causing the starting flag to be dropped at any time after the leading cars have passed the 4th bend. The lead car may slowly increase speed between bends 3 and 4.

All drivers must keep rank, and must wait for the starting flag before commencing racing.

No car must accelerate beyond the rolling lap speed set by the lead car until the Start Marshal has shown the starting flag. Any car unable to maintain the pace lap order due to clutch problems must start between the leader and the last car in order to avoid upsetting the start / restart.

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

START AND FINISH POINTS

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

RACE PROCEDURE and DISCIPLINE

No work may be carried out on any car at any time on the race circuit without the permission of the Steward of the Meeting. This permission may be communicated via the Clerk of the Course. If a driver wishes to carry out work on a race car and that work can be completed within the regulations specified in these rules, the car must first be removed to a safe area within the arena. The driver must not under any circumstances, leave the confines of the race circuit during a race to perform this work.

After the first green flag of a race has been displayed, any car, having entered that race or any re-run/restart thereof, cannot receive attention from anyone other than the driver and then only when this can be achieved without assistance, i.e. the handing of tools or parts over the safety fence / the carriage of spare parts or tools within the race car / the use of implements from within the arena whether they be part of another car or stadium items is forbidden. It is not permitted to transfer parts from a disabled car within the arena.

In the event of cars becoming entangled, the track staff are permitted to disentangle them during a caution or stoppage and permit them to rejoin at the discretion of the Steward of the Meeting at the rear of the re-formed grid – this is not considered to be 'outside assistance'. In all cases the primary cause(s) of the suspension/stoppage, shall be excluded for any re-run or re-start of the race and may be officially disqualified from the race.

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

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

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

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

SIGNALS

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

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

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

- a) During the rolling lap the Start Marshal will show a yellow flag (covering the green flag).
- b) The Start Marshal will begin the race by showing the GREEN FLAG.
- c) (b) Waved yellow flag i.e. Race Suspension:

A Flag Marshal, wishing to inform the Steward of the Meeting of a serious incident or the presence of hazardous objects or material on the track shall do so by using their radio and/or an 'open' yellow flag held above their head, whereupon the Steward of the Meeting may introduce a Race Suspension. Co-ordination between the Steward of the Meeting, Start Marshal and Flag Marshals in these circumstances is critical.

In the event of a major incident (which includes a car rolling onto its side or roof on the track and in the line of racing) or where loose objects or material on the track may constitute a hazard to spectators, competitors or officials, the Steward of the Meeting may bring the whole circuit under **RACE SUSPENSION** conditions, without the race being stopped (red flagged) by introducing waved yellow flags.

In the event of a wheel becoming detached from a car, immediate race suspension will be invoked.

On introduction of a race suspension. **ALL CARS MUST SLOW TO ROLLING LAP SPEED** (or stop where the lead car is so instructed) and get into single file. **THERE WILL BE NO OVERTAKING.** The single file grid may continue to circulate at 5mph (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 them self or breaking rank from the single file, without authorisation, will be immediately excluded from the restart of the race. In this situation, drivers are not permitted to leave the seat of their cars or have anyone touch their car.

It is essential that drivers are aware and make their mechanics aware that they will be excluded should their mechanics enter the arena at this time whether or not they receive assistance. Cars must restart in the same condition as before the Race Suspension. In certain circumstances for safety reasons, the Steward of the Meeting may authorise an official to remove metal etc from a car during a race suspension. In this case this is not considered to be outside assistance.

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 of the Meeting 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 Start Marshal showing the green flag to the Race Leader. The green flag will be withdrawn after all cars have passed the Start Marshal.

The RED FLAG is used to denote that the race has been stopped. All drivers must, with care, slow down immediately and STOP as soon as possible (recommended within one quarter of a lap). **Cars will then remain stationary**, to neutralize the track, **until the Clerk of the Course gives instruction to reform on the grid or leave the track, (see rule STOPPAGES).** Failure to comply with a red flag could result in exclusion.

The **CHEQUERED FLAG** indicates completion of the required number of laps. It will be the intention for all races to be run to their full published distance, wherever possible. The Chequered Flag shall be waved at the first driver to complete the race distance and held out until cars for paid and/or points places in the race have completed the race distance. Drivers having received the Chequered Flag must continue at race speed until the red flag in conjunction with the chequered flag is displayed, otherwise they may incur a penalty. Race conditions and rules apply until the red flag is shown with the chequered flag.

RED & CHEQUERED FLAGS (waved together) **means the end of the race. All cars to slow down with care, to make their way to the Pit Gate. Any offence committed on track after this time will render the driver liable to a penalty.**

The BLACK FLAG is shown to a car that has been disqualified and which must retire from racing immediately to the infield, with care.

The BLUE FLAG indicates to a driver that they must hold their line (inside or outside) as there is a much faster car behind that is trying to overtake. (Non Contact Formulas only). This flag will be given to a driver a maximum of 3 times. Thereafter, a BLUE & WHITE STRIPED flag will be shown which will indicate that the driver must give up their position to the car behind. Failure to do this will result in a black flag being shown – driver disqualified.

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

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

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

STOPPAGES (Red Flag)

A race may only be stopped on instruction from the Steward of the Meeting, in the interests of safety or other contributory factors (Time Limit) etc. It shall be the intention, whenever possible, to run all races to a conclusion over the published race distance. The Promoter reserves the right to call a result AT ANY TIME.

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

- a) If any race is stopped after the first 3 laps then the race shall be restarted and run over the balance of laps outstanding to the leading car.
- b) In preparation for the restart, cars will be lined up in the order prevailing prior to the introduction of the race stoppage (red flags), lap down cars must remain in the position they occupied on the track at that time (not in positional order). The Steward of the Meeting is empowered to re-instate any driver being in his opinion, accidentally taken out of the race during a race stoppage.
- c) In the event of no cars having completed more than 3 laps of the total distance, the race shall be re-run. Note that a temporary halt under yellow flags (caution) is not the same as a stoppage under red flags.
- d) The only cars permitted to take part in any re-run shall be those having taken part in any/all other restart(s) immediately prior to the stoppage. A car missing taking part in a restart shall not be eligible to compete in any subsequent restart of the same race.
- e) A driver is permitted to leave his car during a red flag period but any work performed must be authorised by the Steward of the Meeting.

SAFETY

It is an offence for a driver to push, or work on his car within the arena while a race is in progress. It is the driver's responsibility to ensure that current health and safety legislation is adhered to when in the pits area.

Tyre buffing is allowed only by the use of a manual surform (the wheel/tyre must be still), i.e. not mechanically turning. The buffing of tyres in the pits on an electric motor or running on a car is strictly forbidden.

DISQUALIFICATION and PENALTIES

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

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

A driver suffering a flat tyre may receive a technical disqualification (see above) at the discretion of the Steward of the Meeting, having due regard to the number of laps still to run.

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

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

If a driver, convicted of an offence has a period of their ban suspended, that suspended ban is automatically triggered if the driver is found guilty of an offence of the same nature – i.e. On Track/Racing; Technical; or Behavioral.

FENCING

A car shall be deemed to have been deliberately 'fenced' when one car has been in contact with the other when it hits the safety fence. This is also known as a 'Follow In'. The offending driver will be disqualified from the race and will be reported to their Board of Control or Formula Organiser for further action.

This rule does not apply to full contact Banger racing.

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

END OF RACE

A race shall be deemed ended when the cars for paid and/or points places in the race have completed the race distance.

Drivers must continue racing until the Red and Chequered flags are displayed together before slowing down. They must not slow down when only the chequered flag is shown. Drivers who do this may be penalised.

INTERPRETATION OF RULES

Decisions of Officials on interpretation of the rules pertaining to race procedures or lap scoring positions, shall be considered Final. At all times, while on the track, a driver shall be deemed to be under Racing Rules.

AGE LIMITS

Junior Formulas

In Junior Formulas the upper and lower age limits are set by the organising Promoter or Association. I.e. in ORCi Ministox the lower age limit is 11 years and drivers must leave the formula prior to their 16th Birthday.

Other junior formulas may have other upper and lower age limits determined by the organising ORCi Promoter or Association.

NB. All drivers under the age of 18 years must have their Licence Application guaranteed by the parent or legal guardian - proof of guardianship may be required.

Senior Formulas - Lower age limit

All competitors in a Senior Formula must complete a Medical Self Declaration which is included in their Licence Application Form.

In all Senior Formulas the minimum age for competitors is set at 16 years. No competitor may participate in a Senior Formula prior to their 16th birthday.

NB. All drivers under the age of 18 years must have their Licence Application guaranteed by the parent or legal guardian - proof of guardianship may be required.

Senior Formulas - Upper age limit

All competitors in a Senior Formula must complete a Medical Self Declaration which is included in their License Application Form.

Drivers who reach the age of 55 may, in certain formula, be asked to pass a Medical Examination conducted by their General Practitioner (GP) before applying for their License. Subsequent annual License applications do not require these Medical Examinations up to the age of 65 unless specifically requested by the ORCi.

All ORCi sanctioned Senior Formulas require drivers to pass a Medical Examination when applying for their License at the age of 65 years and over on an annual basis.

Any fees due for these Medical Examinations must be paid by the applying driver. The Medical Examination should be carried out to a standard similar to that required for Life Insurance. Competitors holding a current HGV license may use this as proof of Medical Condition.

Applications for a License by competitors over 55 years of age who have not held a license in the previous 5 years in the same or similar formula would not normally be granted.

In all cases the ultimate decision as to whether a driver is fit to hold a Competition License resides with the ORCi Promoter or Association.

FREQUENTLY ASKED QUESTIONS

What should I do if I am stationary on track during a race?

Firstly, look out for a marshal and signal that you are not injured with a "thumbs up". If you are injured and need assistance give the thumbs down signal, if possible. If eye contact is made with the marshal, and no signal is given, then the marshal will assume that you're injured and this information will be relayed to race control.

Don't give a thumbs down signal if you are not injured but feel that you're in a dangerous situation - this decision will be taken by the Steward in Race Control.

Any driver who is the cause of a caution or stoppage cannot take part in the re-run. Drivers who sustain injury or suspected injury must be passed fit by the medical team in order to take further part in the event. Drivers who feign injury in order to get a race stopped will be loaded up from the event.

During a race, you must not exit your car whilst on track or on the infield. The only exception to this is when you are in extreme danger within the car, for example in the case of fire. In this case you must exit the car with extreme care, always remembering that there is a danger of other competitors on track. You should then make your way to the nearest Safe Area. These designated 'Safe Areas' will be identified at the driver's pre meeting briefing or written Drivers Instructions.

When you remain in your car on the track, keep your harness and helmet on, until the end of the race or until the race is cautioned or stopped. You should then make your way to a designated Safe Area as noted above

What should I do if I need to stop my car because of mechanical failure during a race?

Retire to the Infield as soon and as safely as possible. When you have retired to the infield, remain in your car, keeping your harness and helmet on. You must not get out of your car even under yellow or red flag stoppages, just remain in your car, until the end of the race.

ORCi 2017 Rules of Racing – Dated 23rd January 2017

4. OFFICIALS

1. DUTIES OF THE STEWARD

- a) The Steward of the meeting shall have supreme control of the running of a meeting and shall have the duty of enforcing these Regulations. The Steward shall remain at his official position throughout the meeting.
- b) He shall have regard to the public safety in general and in particular shall prohibit from competing a driver whom, or a car that, he considers might be a source of danger.
- c) He shall immediately deal with any protest that may be delivered to him during a meeting. He shall accept, reject or return a protest as he may determine. If the Steward accepts a protest he shall, whenever possible, adjudicate thereon forthwith,

subject to such right of appeal as may be laid down. If the Steward rejects a protest the protest is determined and cannot be again lodged either during or after the meeting, neither can any protest made on the same grounds by another protester be accepted. If in difficult cases the Steward finds it impossible to adjudicate on a protest he shall return the protest to the protester and shall inform him that he may make his protest to the Disciplinary Committee in which case a protest fee of £5 becomes payable.

As a general principle a protest against a question of fact cannot be accepted. If the Steward or Scrutineer in the exercise of their duties have declared a fact to have occurred it must be assumed that in fact it did occur.

- d) He may exclude any driver from a race or races or for the remainder of the meeting, or exclude any Official whom he may find
- e) Ineligible to take part therein or whom he may consider guilty of misbehaviour or unfair practice. If, in his opinion, the misbehaviour or unfair practice is of such nature as to deserve an additional penalty he shall when excluding the driver or Official inform him that he is reporting the case to the Disciplinary Committee and that the Disciplinary Committee may inflict an additional penalty. Further he may order the removal from the track and its precincts of any driver, official or other person who refuses to obey his order or the order of any Senior Official.
- f) A steward shall pay due regard to the fact where a driver or drivers have been penalised and in their opinion the penalty not merited, they are entitled to a reasonable and courteous explanation.
 - g) He shall make sure the pit track gate is secured before allowing a race to be started.

2. DUTIES OF THE SCRUTINEER

The Scrutineer shall be responsible for the checking of all cars and drivers' safety equipment to ensure that they comply with appropriate Specifications. In the case of minor infringement of the Regulations, he shall be empowered to permit the car to race subject to warning. The driver must rectify the infringement before attending another meeting. In the case of any major infringement of the Specifications the Scrutineer is empowered to 'scratch' the car. The driver has the right of immediate appeal to the Steward of the Meeting whose decision shall be final.

Scrutineering is to be carried out both before a car is permitted to practice or race, and also random checks are to be carried out throughout the remainder of the day on a regular basis until racing is concluded.

3. DUTIES OF THE ELECTRONIC LAP-SCORER AND TIMEKEEPER (WHERE TRANSPONDERS ARE USED) AND MANUAL LAP SCORER

The electronic lap scorer and timekeeper shall determine the finishing order of cars in all races where transponders are used, and indicate when all the paid/points scoring places have crossed the finishing line. At the conclusion of the meeting, the timekeeper and lap scorer(s) must be available to discuss the results with the steward and/or interpret the lap charts. The lap scorer and timekeeper must not discuss under any circumstances the results with any other person. Any changes in the declared results will be the decision of the Steward made in consultation with the lap-scorer and timekeeper and all such changes must be made within thirty minutes of the end of the meeting, after which all results will stand unless the steward advises otherwise. Any result changed during or after a meeting should be announced and indicated on the result board as soon as possible. All electronic lap scoring data remains the property of Buxton Raceway/BriSCA and electronic lap scorers will upload the results to the official MyLaps website.

4. DUTIES OF A STARTER The Starter will act in accordance with instruction given to him by the Steward and the Clerk of the Course only. He shall indicate the start of the race and the end of the race using the flags as described. Using lap boards he will indicate the last 3 / 5 laps and during the course of the race, he may display other flag signals in accordance with instructions given to him by the Steward or the Clerk of the Course before or during the race. All Starters are required to carry a sharp knife for use in emergency, such as freeing a driver from damaged harness.

5. DUTIES OF A FLAG MARSHAL Flag Marshals, who shall be equipped with a yellow flag, shall convey information to the Steward, the Starter and the Clerk of the Course in accordance with the instructions set out as follows:-

Open yellow: where a serious incident has occurred, for example, where a driver is unable to vacate his car or where loose material or objects on the track may constitute an actual or potential danger to spectators, drivers or officials, the Flag Marshal shall bring this to the attention of the Steward, Starter and Clerk of the Course by holding the yellow flag in the 'open' position above his head. Immediately 'flashing amber' lights have been introduced, all Flag Marshals, having regard to their own safety, shall wave their yellow flags in the direction of oncoming cars as a warning to competitors that Race Suspension conditions apply. It is vital that all Marshals work in co-ordinated manner to bring the circuit under race suspension conditions at the same time.

One marshal on each bend will be provided with a green flag to ensure a smooth start to races. They will take direction from the starter only.

6. DUTIES OF THE CLERK OF THE COURSE The Clerk of the Course shall be responsible for all track preparations and must be available throughout the meeting. He must ensure prior to the meeting starting that all safety equipment, first aid staff, fire extinguishers, cutting equipment and track personnel are available and in position at their correct location. He must ensure that all staff have been supplied with the correct up to date information to enable them to carry out their duties expeditiously.

The following are included in the Clerk's responsibilities:

- a) To prevent excluded, suspended or unlicensed persons from entering races
- b) To liaise with the Steward and inform all parties concerned of any decision regarding matters arising during the meeting
- c) To consolidate the heats if required. This is normally delegated to the Pit Controller
- d) To control Track Marshals and to ensure they work as a team at all times

- e) To check that the pit track gate is secured before signifying the same to the Steward by raising his yellow flag, to indicate the track is clear for racing

All the officials used at Buxton Raceway will be licensed, once trained to a satisfactory standard by the Raceway. The Training Officer will monitor this and he may recommend in the future, following ongoing job training, that they be issued with licenses to officiate at BriSCA F1 & F2 meetings.

5. GRADINGS

1. POINTS SCORING There are two tiers of points scoring in operation for the Buxton formulas when racing at Buxton only.

Tier 1

Heats

10
9
8
7
6
5
4
3
2
1

Finals

20
18
16
14
12
10
8
6
4
2

Tier 2

Heats

10
9
8
7
6
5
4
3
2
1

Finals

If a driver has scored points in a heat he will score double heat points in the final. (ie 20 – 2). If a driver has not scored in a heat he will score single heat points in the final. (ie 10 – 1)

Street Bangers [& Unlimited Street Bangers], Junior Micra Rods, These formulas use tier 1 for all races.

Hot Fords use tier 1.

Super Bangers use tier 1 **from the start of 2018.**

Open Rods & 1300 Saloon Stock Cars. This formula uses tier 2, which is calculated as follows. Heats will score 10 down to 1. The final scores double points if a driver has scored in his heat – otherwise single points (10 - 1) will apply.

Championship Points

Championship races for all formulas now score Final points [double heat points]

This applies whether the Championship is run as a Heat or a Final.

Banger Points

The only Banger points chart we shall maintain will be the “Buxton Banger Championship”

The “Buxton Banger Championship” covers ALL NATIONAL Banger racing, whatever the size of engine or class of car.

All Banger points are scored as per tier 1 above.

The “Buxton Banger Championship” will be used to determine which driver(s) represent Buxton Raceway at “away” meetings where entries are restricted, including BBA Championships. The Points leader twenty eight days prior to the meeting in question being staged, will always have the first option. If twenty eight days have not elapsed since the start of the season, it will revert to the points champion from the previous season. Some major meetings at other tracks have their own qualification system which we would have to respect (e.g. Champion of Champions at Birmingham).

Drivers representing Buxton Raceway at BBA Championship meetings will be awarded their average points for that day, taken from the Buxton Banger Championship, based on a minimum of two Buxton meetings provided a) they are seeded and not in the support races and b) there is a Banger meeting taking place at Buxton.

GENERAL GRADING NOTES

All Points Championships end on the last racing day of the year, and will restart on the first racing day of the next racing season in March.

Points are not interchangeable between formulas.

All point's champions retain superstar status for the season and will start all races from the back, excepting those with pre-determined starting positions.

EXCLUSIONS & EXCEPTIONS

If a Grand National or Allcomers race is held for any formula, open to all available drivers, and is started in graded order, this race will score heat points. The final winner, if he/she takes part must start with a full lap handicap, but should they finish in the top ten they will have their points doubled.

If extra races are staged for any formula, which is open to all available drivers and started in graded order, this race will score heat points.

2. METHOD OF GRADING Grades become effective from the first day of the following month, after the lists are determined by the official grader, exceptions can be made depending on how racing dates fall.

All drivers, except first year drivers, commence the new season with the last grade held. Drivers who do not race during the first grading period of a new season or during any subsequent period (as defined below) will be considered retired and will commence racing at any subsequent time at the grade last held.

Drivers returning to racing after a period of retirement return in their last grade held. A new driver licensing for the first time, with experience in other short circuit formulae must declare his/her highest grade held on the licence form and will race in that grade unless the Promoter shall deem a lower grade appropriate. Any driver returning to racing after the 20th of any month will retain his grade throughout the next two months racing before being downgraded if the grade is not held.

Superstars are to have a pair of flashing amber lights, in working order, fitted to the roof of their car.

3. GRADING & GRADING PERIODS Each grading list produced becomes effective on the first day of each month or as stated on the Grade List.

Drivers who attain Superstar grade for any five grading periods cannot drop below blue for the following five years. A driver can only be downgraded by one grade in any one period.

Notwithstanding the above regulations the Steward/Promoter reserve the right to alter any driver's grade at their absolute discretions, should they see fit in the interests of the sport.

6. PROTESTS

1. PENALTIES, REPRIMANDS & FINES Reprimands will only be issued by the Steward or Disciplinary Committee. Disbursement of any fines imposed will be sanctioned by the Disciplinary Committee.

Any driver having had his competitors licence suspended for a period of two years or more shall be entitled to appeal for the reinstatement of the licence after a period of one year has elapsed. Any period of suspension for less than two years may be considered for reinstatement.

2. SERIOUS OFFENCES If the Steward has decided that an offence has been committed and he does not possess the power to punish adequately the offender, he shall refer the case to the Disciplinary Committee for the necessary disciplinary action to be taken or he may exclude the offender and warn him that he is reporting the case to the Disciplinary Committee for further action.

3. RIGHT TO PROTEST The right to protest against any decision, act or omission that may have been made or committed in connection with Car Racing lies only with a driver or official licensed under these regulations. In the event of a driver believing a mistake to have occurred in the declared race placings he/she shall have the right of protest, which will obligate the Steward to inspect the official lap charts and adjudicate on the evidence thereon. All protests regarding the results of races must, where possible be settled by the Steward of the Meeting within thirty minutes of the end of the meeting. After this period all results must stand other than in exceptional circumstances as outlined in 'Duties of a Lap Scorer' in the Official section on page 9. The Stewards decision is final. No protest shall lie against a decision made by the Steward of the Meeting or Scrutineer on a question of fact. Nothing in this regulation shall affect of prejudice the right of any official acting in his official capacity to take such action, as he may deem proper in the circumstances.

4. EFFECT OF SENTENCE Any penalty inflicted in accordance with these regulations shall have effect forthwith. The Disciplinary Committee, in exceptional circumstances, as to which it will be the sole judge, may temporarily suspend the effect of any sentence.

5. LODGING OF PROTEST If a protest is made during the meeting it may be relayed by the Clerk of the Course/Pit Marshal to the Steward who shall, if satisfied that the protest is well founded, thereupon indicate to the public that a protest has been laid and adjudicate thereon.

The appropriate fee (see Rule 8 which follows) must accompany such a protest on the official protest form available from the promotion and must be handed to the Steward immediately the protest is made. If required, the protest can then be referred to the Disciplinary Committee.

6. TIME LIMITS FOR PROTESTS Any protest made on the grounds that a mistake, irregularity or fraudulent action has occurred, which may affect the results of a race, shall be made immediately the grounds of such protest become known to the protestor and if possible before the start of the race in question: any protest alleging that a mistake or irregularity has occurred during a race, either for the first time or which has not previously been noticed shall be made within 30 minutes of completion of the meeting, except in unusual circumstances.

Provided any person entitled to protest and desirous or doing so can satisfy the Disciplinary Committee:

a) That the grounds of his protest could not reasonably have been known to him before the expiry time limit stated in this paragraph, and/or

b) That on such ground becoming known to him he had within 7 days of the alleged incident, lodged his protest in the prescribed manner the protest shall be heard. In any event a protest alleging that a mistake or irregularity has occurred during a race, will not be considered after the expiration of 7 days following the alleged incident.

7. ADJUDICATION OF PROTEST/DISCIPLINARY HEARINGS

a) Every protest made, as prescribed to the Steward of the Meeting will be dealt with as the Steward may determine. Every protest/disciplinary hearing, referred as prescribed in the chapter to the Disciplinary Committee will be adjudicated upon with the least possible delay.

It is important that the protestor/defendant ensures their case is prepared in accordance with these regulations and all aspects are complete as no new evidence can be introduced after the original hearing.

Videos or other technological evidence produced will be subject to acceptance by the Disciplinary Committee. All interested parties shall be summoned to attend the hearing, being given a minimum of 7 days clear notice wherever possible (taking cognisance of racing requirements). They may bring with them witnesses, limited to a number to three each. The protestant shall, if possible, present his case in person, or if a corporate body be represented by a duly authorised official thereof. Subject to the consent of the Disciplinary Committee he may choose to submit his protest and any evidence in support thereof in writing. The Committee Chairman shall conduct proceedings in a fair and orderly

manner giving opportunity to both parties to outline their case and to question all witnesses. When deliberating upon the verdict, he shall instruct the Disciplinary Committee to ignore any knowledge of previous "record" on the accused's behalf. Only after a verdict has been decided upon and consideration is given to sentence, shall the persons "record" be taken into account. In the absence of the protestor or any written statement judgement may go by default. All parties concerned shall be bound by the judgement given.

In the case of a protest against a mechanical item the protestor must identify the reason for his protest. Malicious protests will not be accepted. Should the protest be accepted the car in question may, at the discretion of the promotion, be stripped immediately, or if permitted have the appropriate parts sealed and be stripped within 7 days of the protest being made. The protestor or his representative is entitled to be shown any parts identified within his protest but is not permitted to be present at the strip down unless agreed by the defendant.

In the case of a routine check on a mechanical part or a Championship check by Scrutineers, a driver may elect to have his car effectively sealed if he wishes to race at a subsequent meeting within twenty-four hours but must arrange to have his car fully checked within 7 days. At the check, the driver may appoint one representative to be present with himself and to carry out the strip down. Should the check find all the parts to be in order, a maximum fee of £40 will be paid on production of receipts to compensate for oil and gaskets.

b) The Disciplinary Committee shall consist of one driver from each Buxton Formula plus a Buxton Raceway registered official, as a general rule. If not the committee will be formed from any six registered drivers plus one licensed Raceway official, but as a minimum a Disciplinary Hearing may be heard by as little as three registered drivers/officials. The Promoter will make the decision on how the hearing is staged dependent upon the circumstances of each individual case. Should a casting vote be required, it shall lie with the Appointed Chairman. No members of the Committee called to adjudicate on a protest/disciplinary hearing shall be representative of the formula concerned in the protest/hearing. Representatives are chosen at random.

In the case of a technical infringement the Promotion may call upon as many scrutineers/technical representatives as they see fit to the hearing to ensure the correct level of technical competence based on the case to be heard. The decision of the hearing will be relayed to the driver(s) concerned by way of a letter within seven days maximum. **NO DECISION WILL BE ANNOUNCED ON THE NIGHT.**

If a driver is suspended from racing he/she must surrender their Log Book within seven days, with any delay added to the term of the race suspension.

8. PROTEST FEE The fee for a protest lodged shall be £100. In the case of a protest concerning any mechanical item the fee shall be £150 other than for a total strip down which will cost £300 per unit [Engine=1 unit, Gearbox=1 unit]. If the protest car is found to be illegal then you will get your protest fee back, the driver deemed to be illegal will have to pay £300 before they come back racing.

9. EFFECT OF ADJUDICATION AND APPEAL MECHANISM Every decision given by the Disciplinary Committee is final though subject to appeal. An appeal fee of £25 must be paid together with any appeal before any appeal is considered valid.

Appeals must be intimated by the appellant within 7 days of confirmation being received of the original decision which is to be appealed, either by letter or verbally from the chairman of the original meeting.

An appeal committee, formed by the Promotion, not having been party to the original protest hearing, will sit in judgement of the appeal, or it may be dealt with by another local Promotion. At this hearing, it must be clearly stated the reason for the appeal e.g. severity of sentence, error of judgement at previous hearing, etc. No new evidence is permissible at this stage though the appeal committee must have sight of all documentation provided to the original hearing together with that committee's case summary and decision/verdict statement. An appeal is not a re-trial. In special cases an appellant may have a case referred to the ORC for consideration. The decision of the appeal committee is final. The decision of the hearing will be relayed to the driver(s) concerned by letter within seven days maximum. **NO DECISION WILL BE ANNOUNCED ON THE NIGHT.**

10. PUBLICATION OF JUDGEMENT The Disciplinary Committee shall have the right to publish or cause to be published any judgements made at protest or appeal hearings and to state the names of the parties involved.

11. INTERPRETATION OF REGULATIONS The Disciplinary Committee shall decide any question raised concerning the interpretation of these regulations.

12. PUBLICATION OF PROCEEDINGS The Disciplinary Committee and any committee thereby so employed shall be entitled to publish in the public press or in any other manner it shall think fit, reports of its proceedings, acts, resolutions and findings.

7. GENERAL RULES

AGE LIMITS FOR RACING No person under the age of 16 yrs will be issued with a license to race a Stock Car, Banger or other senior formula. Junior Formula licenses will be issued to comply with the current ORCi legislation on age limits.

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.

ARRIVAL AT THE STADIUM You must arrive at the stadium at least one hour before the advertised start time of any meeting. This is so that scrutineering can be carried out effectively before the meeting starts.

BEHAVIOUR All drivers and those they bring with them must abide by the stadium rules. Those who do not wish to abide by our rules are not welcome at Buxton Raceway.

Fighting and disruptive behaviour can carry a lifetime ban from racing or spectating.

Instructions from all Raceway Officials must be respected, please note that any infringement to the rules, as outlined by the ORCi your sentence will be doubled.

BOOKING IN TO RACE AT BUXTON All drivers intending to race at Buxton must make a booking either by ringing the 24 hour booking line on 01663 732526, or by e-mail at nikeastwood@buxtonraceway.com Drivers should leave their name, formula, number and the date they wish to race. The deadline is Tuesday, midnight prior to the meeting on either Saturday, Sunday or Bank Holiday Monday.

Drivers who arrive at the stadium without making a booking do not receive any complimentary admissions, score any points or receive any prize money which may be on offer. Neither are they able to win any Championship which may be on offer. This is at the discretion of the promotion. Bookings are essential to allow us to plan our meetings.

If at Tuesday midnight we do not have enough cars booked in any particular formula, their racing may be cancelled and those that have booked in will be notified.

CARAVAN RACING

In general, ANY type of car prepared for Banger Racing can tow a caravan in a caravan race, if you are unsure please phone the office to check. During a Caravan Race a driver must ensure that the Caravan is securely attached to the tow car, not chained. A tow bar may be used for a Caravan race. Mesh must also be in place across the windscreen aperture of the car.

8. CHAMPIONSHIP RACES / ROOF COLOURS

Winners of the following Championship races in the respective formulas must paint their whole roof in the colour indicated. If it clashes with another championship win, the colours may be denoted by the same colour stripes from front to back of their car roof.

National Bangers	Buxton Gold	Gold
Junior Micra Rods	Stars of the Future	Silver Stars on roof
Junior Micra Rods	Gold Roof Championship	Gold
Super Bangers	National Championship	Gold
Super Bangers	British Championship	Chequered
Hot Fords	British Championship	Chequered
Hot Fords	Gold Roof Championship	Gold
1600 Open Rods	British Championship	Chequered
1600 Open Rods	Gold Roof Championship	Gold
Street Bangers	British Championship	Chequered
Street Bangers	Gold Roof Championship	Gold
1300 Stock Cars	British Championship	Chequered
1300 Stock Cars	European Championship	Red/Yellow Cheq'd
1300 Stockcars	Gold Roof Championship	Gold

CHARITY DAY A Charity Day will be held on a specified date in the fixture list to raise funds for the Fund Oval Racing Drivers and Staff (FORDS).

CHILDREN ON LAPS OF HONOUR We can no longer allow children within the confines of the track under any circumstances, except for their running races, under supervision.

DESTRUCTION DERBY'S All cars must be seen to be taking part in a Destruction Derby, or they will be excluded. Please note that all cars taking part must remain on the Oval and not on the Infield, any infield Hits are an automatic 3 Month ORCi Ban.

DURATION OF RACES

Races for 1600 Open Rods and Hot Fords are as follows: Heats 12 laps, Finals 15 laps, Championships 20 laps.

1300 Stockcars, Heats 12 Laps, Final 15 Laps, Championships 20 Laps.

Junior Micra Rods, Heats 10 Laps, Final and Championships 12 Laps

Street Bangers, Unlimited Street Bangers, Super Bangers, Heats 12 Laps, Finals 15 Laps, Championships 20 Laps.

LEAVING CARS ETC IN THE STADIUM You are not permitted to leave racing cars, or parts thereof within the confines of the stadium. Infringements of this rule will lead to an invoice being sent to the driver for us to have the car, or parts thereof, removed and non payment will render the drivers licence void and will lead to a suspension of racing. The Promotion team are trying to keep the stadium tidy and do not want to see cars, wheels, etc left being after the meeting.

NUMBERS Your race numbers on your car must be in accordance with the individual rules for that formula. Most of all they must be clear. If the lap scorer cannot read your number you will not be lap scored, score points or be eligible for prize money should it be on offer. If you wish to retain your racing number for the following season you must apply for a licence before the end of March. Otherwise we cannot retain your number any longer.

OFFICIALS Officials are appointed by the promotion to undertake various duties around the circuit on race days. Please be guided by their instructions.

They are empowered to load up or report any driver who unfairly gives them abuse. If you have a problem report it to the Steward in Race Control, between races not during a race.

PASSENGERS IN RACE CARS This is not allowed, this includes driving through the pit area.

PIT AREA Please note: Buxton Raceway Ltd can take no responsibility for any damage to vehicles in the pit areas. All competitors take their tow vehicles and trailers into the pit areas entirely at their own risk.

PLEASE KEEP ALL VALUABLE ITEMS SECURE IN THE PIT AREA, PARTICULARLY WHEN RACING.

No Private Cars are allowed in the pit areas.

SCRUTINEERING This is generally carried out near the Pit entrance, but you will be advised if a different system is in operation. The driver must take his own car to the Scrutineering base and be complete with his/her own helmet, log book, race overalls and any fire retardant items required to satisfy the formula's rules.

SIGNWRITING We welcome well presented, signwritten cars. The words 'Buxton Raceway' should appear on the car.

SMOKING, DRINKING & DRUG ABUSE No driver, mechanic or official, whilst within the arena or at a time prior to the meeting which shall render them still to be under its influence, shall smoke, drink alcoholic beverages or use any known banned substance. The Promotion shall at its entire discretion, be entitled to request any driver or official to submit to an appropriate test either by random selection or having cause to suspect by virtue of a drivers actions. Refusal to participate in any test will be deemed to have provided a failed specimen.

9. STARTING PROCEDURE FOR CHAMPIONSHIP & MEMORIAL RACES

PLEASE NOTE The promotion reserves the right to make changes on the day depending on available competitors.

A. JUNIOR MICRA RODS

Northern Championship – Awarded to the Final Winner.

Stars of the Future - A series of qualifying rounds will be staged to determine the starting positions for this race, with the highest points scorer on pole position. This race is limited to the top 24 points scorers.

Peaks Championship – Awarded to the Final Winner, normal grades apply for start positions.

Gold Roof - Qualifying rounds will be staged and the championship race will be the first race on championship day. With the highest points scorer on pole position.

B. HOT FORDS

British Championship – A series of qualifying rounds will be staged to determine the starting positions for this race, with the highest points scorer on pole position. This race is limited to the top 24 points scorers.

Northern and Midland Championship – Qualifying rounds will be staged and the championship race will be the Final.

Gold Roof - Qualifying rounds will be staged and the championship race will be the first race on championship day. With the highest points scorer on pole position.

C. NATIONAL BANGERS.

George Mycock Memorial Trophy – Normal Banger rules apply. The award goes to the final winner.

Micro Banger Northern & Midland Trophy – A qualifying round will take place and the winner will be the Final winner on the second round.

Dave “Max” Macbean Memorial – Awarded to the winner of the Final on the day.

King Of the Peak – awarded to the Final winner of the day.

D. STREET BANGERS

British Championship – A series of qualifying rounds determine the starting positions for this race. It will be the first race of the day. Non qualifiers start at the back in graded order subject to car numbers after qualifying..

Peggy Marson Memorial – Normal Street Banger rules apply. The award goes to the final winner.

Peaks Championship – Normal Street Banger rules apply. The award goes to the final winner.

Gold Roof – A series of qualifying rounds determine the starting positions for this race. It will be the first race of the day. Non qualifiers start at the back in graded order. The winner taking the award. Cars are lined up in points order scored at qualifying rounds. There MAY be a last chance qualifier on the day subject to cars.

E. SUPERBANGERS

British Championship – A series of qualifying rounds determine starting positions with the highest scorer on pole. This will be the first race of the day and the award goes to the race winner. Non-qualifiers start at the back in graded order.

George Mycock Memorial – Normal graded start applies and the final winner takes the award.

National Championship – Rules for British Championship apply.

Silverdale Buxton Ltd Championship. – Shields are presented to the first three across the line in the opening heat.

Country Stores Cup – Awarded to Final winner on the day.

Rob Jenkins Memorial – Awarded to the Final winner on the day.

Northern and Midland Championship – Qualifying rounds will be staged and the championship race will be the Final.

F. CARAVAN RACES

The winner of any caravan race is the leader at the end of a specified number of laps. If the race then takes the form of a DD that is classed as a separate event.

G. 1300 SALOON STOCK CARS

Peaks Championship – Awarded to the Final Winner, normal grades apply for start positions.

Northern Championship – Normal 1300 SSC rules apply. Award goes to final winner.

British Championship – A series of qualifying races from graded order will be staged to determine the starting positions for this race, with the highest point's scorer on pole position. This race is limited to the top 30 points scorers.

European Championship – A series of qualifying races from graded order will be staged to determine the starting positions for this race, with the highest point's scorer on pole position. This race is limited to the top 30 points scorers.

Whites & Yellows Championship – Drivers will score points while they are at either of these grades, a monthly chart will be produced, the Whites and Yellows Grid will be a race based upon points scored.

H. 1600 OPEN RODS

Peaks Championship – Awarded to the Final Winner, normal grades apply for start positions.

British Championship – A series of qualifying rounds will be staged to determine the starting positions for this race, with the highest points scorer on pole position. This race is limited to the top 24 points scorers [can be reviewed by promoter on the day]

Northern and Midland Championship – Qualifying rounds will be staged and the championship race will be the Final.

Gold Roof - Qualifying rounds will be staged and the championship race will be the first race on championship day. With the highest points scorer on pole position.

Whites & Yellows Championship – Drivers will score points while they are at either of these grades, a monthly chart will be produced, the Whites and Yellows Grid will be a race based upon points scored, in graded order, with the highest point scorer starting at the front of their respective grade.

NOTES

The Julian Hallam Memorial Trophy is contested by both National Bangers and Super Bangers.

On the chosen date the award is given to the highest scorer from both formulas. In the event of a tie on points it is awarded to the highest finisher in heat one, heat two etc.

A Northern & Midland Championship will be staged for each Buxton Formula and all will run in the same way. They will all be run over two legs. All races at the first meeting will score points from 10 down to 1, as will the first two races at the second leg. The grid for the Championship race will then be formed with the top points scorer on pole position with other drivers falling in behind. The award goes to the driver who wins the race.

Non-qualifiers will be allowed to start at the rear of the qualifiers in graded order, except in the case of National Bangers, where a draw will determine the starting positions for non-qualifiers.

N.B. Points towards the Track Championship are not affected, the above calculation is only for Championship purposes.

10. TROPHIES

There are permanent Cup/Shields for the Championship/Memorial/Points Championship listed below.

Car & Caravan Jumping – Northern & Midland Champion

Caravan Racing – Northern & Midland Championship.

Car Jumping – Northern & Midland Championship.

Hot Fords – Points Champion ~ Northern & Midland Champion ~ British Champion – Gold Top

National Bangers – George Mycock Memorial Trophy ~ Overall Points Champion ~ King Of the Peak Champion.

National Bangers/Super Bangers – Julian Hallam Memorial Trophy.

1600 Open Rods – Points Champion. Peaks Championship, Northern and Midland Championship, British Championship, Gold Top, Whites & Yellows.

Super Bangers – Northern & Midland Championship ~ George Mycock Memorial Trophy ~ Overall Points Champion ~ Grand Final Points (Presidents Shield) ~ Runner Up Grand Final Points (Burton Cup) ~ Grand National Points Champion ~ National Championship ~ British Championship ~ Silverdale Plant Ltd Championship.

Street Bangers – Peggy Marson Memorial Trophy ~ Points Champion ~ Peaks Champion ~ British Champion ~ Gold Roof .

1300 Saloon Stock Cars – Northern Championship ~ Peaks Championship ~ European Championship ~ British Championship ~ Points Champion ~ Whites & Yellows.

Junior Micra Rods ~ Points Champion ~ Northern Championship ~ Stars of the Future ~ Peaks Championship ~ Gold Roof, British Championship.

Drivers collecting any of the above awards at the Presentation Evening will be required to sign a receipt and undertaking that they will return the trophy when requested.

IMPORTANT, all Championship trophies & Points Championship Trophies are to be returned to the track by the last meeting of the season, at the latest, so that they can be engraved ready for the Presentation Evening.

All Championship and Points Championship Trophies are the property of Buxton Raceway.

All others are to be made available to the track on the day they are to be staged the following season, or earlier, and also by the final meeting of the season so they can be engraved for the Presentation Evening. When trophies are collected at the track drivers are required to sign a similar undertaking to that completed at the Presentation Evening (see above)

All the permanent trophies will be presented at the Presentation Evening plus trophies to the top three points scorers in each Buxton formula.

It must be stressed that any trophy can only be collected in person at the Presentation Evening, unless prior arrangements are made for another driver to collect it for them. The collecting drivers will have to sign a form of receipt but the winning driver will still be responsible for the safe return of the trophy.

USAGE OF CARS Each driver is only permitted one car per meeting in any particular formula and each car is only permitted one driver per meeting, at the discretion of the promoter and or the steward.

11. USEFUL CONTACTS

Promoter: Matt Watson
mattwatson@buxtonraceway.com \ 01663 732526

Scrutineering / Technical / Training / Safety: Andy Carr andycarr@buxtonraceway.com \ 07581 401524

Office Admin / Licensing / Website: Nik Eastwood
nikeastwood@buxtonraceway.com \ 01663 732526

Website: www.buxtonraceway.com

E&OE

12. NOTES

Please note here any items that require a revision at the next update and hand the book to Nik Eastwood at the end of the season / return to office.

Notes