



EVENT REGULATIONS

EASTER RALLYCROSS

- 1) **The name and nature of the competition;** Easter RallyCross.
- 2) **The name and address of the organising body;** Barbados Auto Racing League, PO Box 1120, Bridgetown; Vaucluse Raceway MSC, Hopewell Estate, St. Thomas.
- 3) **The place, date and time of the meeting;** Monday, April 6th, 2015, 8am, Vaucluse Raceway, St. Thomas
- 4) **The place, date and time of the briefing meeting;** Saturday, April 4th, Vaucluse raceway at 4pm.
- 5) **The place, date and time of the prize-giving;** immediately following the last race on Monday, April 6th at Vaucluse Raceway.
- 6) **A full description of the competition;** A RallyCross event where competitors start from grids with a minimum of three and a maximum of eight cars for five laps in a series of qualifying heats, semi-finals and finals to determine an overall winner.
- 7) **Length of the competition (time or distance):** one day
- 8) **Classes of automobile eligible;** as per technical regulations
- 9) **Comprehensive information concerning insurance requirements;** Public liability Insurance will be included in the entry fee, conditions as noted on the entry form.
- 10) **The manner in which results will be determined and prizes awarded;** There will be an overall winner in each group and 1st, 2nd, 3rd overall; unsubscribed groups may be merged.
- 11) **The names of the Stewards of the Meeting and of the Clerk of the Course;** COC – Bruce Lambert; Stewards – William Branch, Willie Hinds, David Reece; Dep. COC - Terry Harewood; Chief Timer - Omar Niles; Ass. Timer - Marva Clark, Heath Hazel; Race Director - Kurt Hamblin; Chief marshal - Elridge Grant.
- 12) **Provisions regarding postponement, abandonment or cancellation;** at COC discretion.
- 13) **The dates of opening and closing of entries and how and where they shall be made;** Entries open at 8am on Friday, March 27th at Barbados Muffler Centre, Edgehill, St. Thomas Entries and close at 4.00pm on Thursday, April 2nd. Late entries will be accepted up to Saturday, April 4th at 1pm (early scrutiny).
- 14) **The amount of the entry fee (including insurance);** BDS\$150, BDS\$200 for late entry.
- 15) **Conditions in which entries may be refused;** At the discretion of the COC.
- 16) **Provisions in regard to the conditional acceptance of entries;** If the event is over-subscribed (60 car maximum) provisional entries may be taken to replace broken or absent cars at the discretion of the COC.
- 17) **The maximum number of competitors and how entries, if in excess of this number, are to be selected for acceptance;** 60 competitor maximum, taken in order of submission.

18) The relative positions of the automobiles at the start and how they are to be determined; Competitors will be called out of the pits to enter the start pad in a prescribed order and will then choose their starting position on the grid from those not already filled.

19) How laps/runs are to be timed; Electronically.

20) The penalty for a false start; moved to back of grid first offense, disqualified from heat, semi-final or final for second offense.

21) Particulars of the identification numbers and marks to be carried; As noted on the official published entry list and based on BARL's existing competition number database. Drivers that do not have competition numbers in BARL's database will be assigned numbers.

22) Provisions in regard to the servicing of automobiles; Servicing is unrestricted to designated areas.

23) The times and dates fixed for the official examination of vehicles (scrutineering); Safety scrutiny will be carried out as follows: Early Scrutiny at 1pm on Saturday, April 4th at Vacluse Raceway. Late scrutiny at 8am on Monday, April 6th at Vacluse Raceway.

24) Additional regulations:

- a) Only members of BARL & VRMSC or Invited Guests will be allowed to take part in the event.
- b) No consumption of alcohol allowed 24hrs before the event.
- c) Three cars shall subscribe a class. Where a class is not subscribed, competitors shall be merged at the discretion of the COC.
- d) Competitors who cannot present themselves to the starter within two minutes of being called may forfeit their heat, semi-final or final.
- e) No competitors or their supporters allowed in the timing office or other marshal stations under penalty of exclusion.
- f) Competitors may change their competition car at discretion of the COC. A competitor may drive two cars in separate classes on separate entries.
- g) Cars may be shared but not in same group/class, semi-finals or finals.
- h) Course diagrams will be handed to competitors at the time of entry. Cars will be staged in pit exit according to posted starting order. Competitors will be instructed to exit the pits and turn right onto the start pad access road to enter the start pad and come under starters' orders facing north.
- i) Contact and maneuvers liable to hinder other drivers such as premature direction changes on the straight, crowding of cars towards the inside or outside of the curve, or any other abnormal change of direction and avoidable contact are strictly prohibited under penalty of exclusion from the heat, semi-final or final.
- j) Any competitor who leaves the circuit such that all four wheels are off the course may incur a penalty or may be considered as having retired from the heat, semi-final or final at the point at which they left the course, whether or not an advantage is gained. Competitors may only return to the course when it is safe to do so and in a safe manner, acknowledging other competitors.
- k) The Organisers and the Eligibility Scrutineer reserve the right to check, seal and/or remove any suspect part from a competitors' car for more detailed examination. The Organisers and the Eligibility Scrutineer also reserve the

right to impound individual parts or cars without prior notification. If any irregularity is found, all costs will be borne by the Competitor.

- l)** Practice will only be allowed for cars that have been pre-scrutineered. Cars will be allowed onto the track in groups of five for five-lap sessions in the order the cars were scrutineered. The practice session will be from 8am to 9.30am on race day, Monday, April 6th.
- m)** The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose driving performance is considered to be unsatisfactory.
- n)** Competitors will be called by a pit marshal to exit the pits and enter the start pad in an order prescribed by the race director. When competitors enter the start pad they will select their start position on the grid from those unoccupied by previous starters. Competitors' pit exit order will be by random selection for first heat, fastest total elapsed heat time for the second heat and slowest total elapsed heat time for the third heat.
- o)** Each driver will compete in at least three heats as stated above, according to the group/class entered and/or subscribed. Heat results will score points which will determine the final group/class results as well as the twelve competitors who will go forward to two semi-finals. Heat Points will be allocated as follows: Fastest 1 pt; 2nd Fastest 2 pts and so on. The driver with the least total points after three heats finishes 1st in class and so on. Failure to finish a heat will give a driver the same points as the last placed finisher, plus one point. Failure to start a heat will again give the driver the same as the last place finisher, plus two points. Exclusion from a heat will be last place finisher plus three points. Where there is a points tie, the total elapsed heat time shall be the tie-breaker.
- p)** Grids for two Semi-Finals will be made up of six cars each and be determined by lowest total heat scores. Total elapsed time for all three heats will decide any points ties. The first semi-final will be 1, 3, 5, 7, 9, 11, the second semi-final will be 2, 4, 6, 8, 10, 12. Points from these semi-finals will be awarded in the same manner as the heats and the top three finishers in each semi-final who will go forward to the final. The top three finishers in the final will be the overall podium.
- q)** Organisers may split semi-final and final races into separate groups depending on entries (2WD/4WD/Classic etc.)
- r)** No more than 2 members of support crew are allowed to enter the start pad only if directed to do so by the start pad marshal and pit exit marshal.
- s)** Only event officials and drivers will be permitted on the start grid unless otherwise instructed by the Clerk of Course.
- t)** No Joker lap will be used in this meeting.
- u)** **STARTS** Competitors must take their starting position as directed by the start line official. A red light will be used to indicate that the grid is complete. An amber light will be the five-second start warning. The signal to start will be the green light. In the event of any starting lights failure the starter will revert to the use of a green flag held overhead for the five second warning and dropped for the start. In the event of an aborted start the entire light set will be switched on.
- v)** **False starts:** Electronic beams will be used in conjunction with starting lights. The beams will be considered as a judge of fact. If there is a false start the race will be stopped by a red flag and the guilty competitor(s) who false starts will be moved to the back of the grid. If a competitor commits a second false start they will be removed

from the grid and not permitted to start. The Clerk of Course may order a complete restart if he considers there to have been a faulty start. In the event of the electronic equipment failing, a judge of fact will adjudicate on all starts. This may include instances where the lights do not report but a jump-start is evident.

- w) TIMING.** Competitor identification and timing at all events requires every competing car to be fitted with a Transponder. Any competitor starting a practice, heat or final with an inoperative transponder will not be timed until the defect has been rectified or a replacement transponder has been fitted. Before the start of the racing the pit exit marshal will assign transponders which will be shared.
- x)** Any breach of driving standards will be dealt with firmly. Video evidence from the official nominated TV Production Company, or footage from any other proven source, may be utilized as evidence.
- y)** Control tyres are available for purchase from Quality Tyre, Maxxis brand, at discounted prices. Available sizes are 205/50/15, 185/50/14 and 185/60/13. Competitors may use other tyres that do not exceed these widths and have a numerically identical or greater tyre-wear rating.

z) FLAGS

GREEN: Start/re-start of race, end of hazard/safe racing conditions.

YELLOW: Stationary: slow down, danger ahead, no passing

Waved: slow down, great danger ahead, prepare to stop

Double: be prepared to encounter pace car or emergency vehicles.

YELLOW/RED (stripes): oil/debris/slippery conditions may be present on track surface

RED: Cease racing, be prepared to stop, move off the racing line and return to the pits. If waved past the pits by the the pit entrance marshal, continue around the circuit to return to the start pad. If a race is RED-flagged after 2 laps or less it will be re-run. If three or more laps have been completed the race will be deemed complete and not re-run.

BLUE: Faster car approaching, prepare to be overtaken.

WHITE: Slow moving emergency vehicle on the track

BLACK/WHITE DIAGONAL (displayed with car number): Warning flag for un-sportsmanlike conduct

BLACK/ORANGE DISC (displayed with car number): Mechanical problem, return to pits.

BLACK (displayed with car number): Cease racing and return to pits; See COC in Race Control immediately.

BLACK/WHITE CHEQUERED: End of race, return to pits.

aa) PASSING - see Regulation 24) i).

i. It is the responsibility of the overtaking driver to complete the pass safely.

ii. In order to complete an overtaking maneuver, OVERLAP must be established. OVERLAP is defined as having been established when the front wheel of the overtaking car is alongside the driver of the car being overtaking when passing is attempted on the inside of the corner.

iii. If OVERLAP is established, the driver being overtaken must leave at least one car-width on the inside of the corner for the overtaking car to pass safely.

iv. BLOCKING is defined as changing position on a straight to prevent a car from passing. Only one such position-change maneuver is allowed per straight