

**THE HO RACING LEAGUE  
RULES AND PROCEDURES  
REVISION 1.03 – DRAFT**

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**THE RULES WITHIN THIS DOCUMENT OUTLINE THE STANDARDS AT A THORL ORGANISED RACE EVENT. ANYTHING NOT COVERED WITHIN THE SCOPE OF THE RULES MUST BE TAKEN AS NOT BEING PERMISSIBLE. ALL DECISIONS WILL BE BY RACE CONTROL, AND WILL BE FINAL.**

**THESE RULES ARE TO READ IN CONJUNCTION WITH THE TECHNICAL RULES OF THE CLASSES BEING RACED.**

**1. FEES**

- 1. Adults pay £6 for both sessions, or £3 for one
- 2. Juniors (9-16 years old or still in full-time education) pay £2.50 for both sessions, or £1.25 for one
- 3. All racers under 9 years of age participate for free.

**2. FORMAT**

- 1. Meetings start at 10:00am with the morning session comprising of an organised practice session, Heats and Finals. The 'afternoon' sessions will start 30-60 mins after the end of the morning session, unless unusual circumstances intervene.
- 2. You must book in to race at least 10 minutes before racing commences. If you are unable to do so in person you must text race control at least 15 minutes before hand. (Contact details will be made available before race day)
- 3. The racing will be made up of a series of classes as defined within class specific rules to be read alongside these procedures. The order in which these take place will be determined by Race Control.

4. Drivers may take part in all classes during the day.
5. Drivers are not permitted to leave the driver station area and return, either during racing or during a rotation period (segmented lane to lane races), other than to move their car to the next lane and change lane stickers/markings. Therefore all tools that competitors will require for maintaining their cars should be on their person or placed on a pit tray. Any competitor leaving the area in violation of this rule may have 5 laps deducted from their next score.
6. Practice before heats will be at race controls discretion. Race control will announce how much practice is permissible at the beginning of the session. The break between the Morning and Afternoon sessions will be available as a free practice before the Afternoon session(s) commence.
7. Competitors are allowed to bring a maximum of two cars to the driver's station during heats, and finals. They may only use cars brought to the driver's station. Drivers may not leave the area to change cars during heats or finals. They may only change from one car to the other if the first one has mechanical problems, and they will not be allowed to switch back again.
8. Race control may ask for cars to be presented for scrutineering at any point during the race meeting. This typically will be before racing commences. If during heats racing a car is deemed to be illegal, it will be asked to be replaced or rectified. If between heats and finals, the racer will be placed in the lowest final and will be able to step up. If during segmented races, a car is deemed to be illegal, the score tally until that point will be zeroed. If after finals or segmented races, a car is deemed to be illegal, race points for that race will be removed.
9. Races where 3 cars (5 for a six-lane track) de-slot in a mutual accident within the first lap may be re-started at race control's discretion. Those drivers able to continue should do so at racing speed until race control makes a judgement. Marshals should continue to re-slot cars as normal.
10. Winners of all classes will receive a medal or trophy.
11. Scores throughout a rolling championship year may be recorded, accrued and awarded as follows: 170-135-115-100-80-70-60-50-40-35-30-25-20-18-16-14-12-10-8-6-4-2-1. All other competitors taking part will receive a single (1) point.
12. If a competitor is unable to participate in the final they have qualified for, everyone else will move up one qualifying position. The absent competitor will be classified as in last place with 'did not start' as their score.
13. If a class does not run (not enough runners, time constraints etc), no scoring will be given.
14. In the case of a tie, the competitor with the most 1st place finishes will be declared the champion. In the case of further ties, lower finish positions will be taken into account, starting with 2nd place.

### 3. CLASSES

1. Classes will be typically determined before the race event.
2. At least 2 classes will race during a race meeting. A 3<sup>rd</sup> or more classes may run dependent on the time taken to run the previous 2, and how many competitors have entered.
3. Hand out classes will be run at the discretion of Race Control on the day.
4. No class will take place unless there are at least three competitors.
5. Competitors may take part in all classes.

#### **4. TRACK**

1. Tracks will be made from Tomy AFX track pieces, Lupico 18" curves, Autoworld track pieces, BSTS pieces and Bowman routed sections. Use of any other manufacturer's pieces will only be allowed by special dispensation from THORL. Three inch Tomy hairpins must not be used. Tracks should be at least 4 lane with lap timing and counting on each lane. Power supplied should be typically 18v (12-15v for GT Jet Class) providing at least 1.0Amp per lane (typically 1.2-1.5Amp). Power control may be Mains controlled or via lap counting interfaces. Start lines may be 'Dead' or 'Live'. Where live starts are used, a penalty will be given to those who 'Jump' the start. The penalty amount will be announced before racing commences. Tracks should be 'bordered' to prevent cars leaving the tracks mounting surface.

#### **5. CONTROLLERS**

1. Controllers must terminate with a 3-pin, 2 amp plug, brake wire connected to the top pin, unless a hosting club provides additional alternative connection methods, in which case adaptors may be used.
2. THORL tracks are wired to the worldwide HO standard, with +ve left rail.
3. Due to the 18v track power, Controllers should not be used without consultation with the manufacturer, in all events racers use such controllers entirely at their own risk and THORL accepts no responsibility for any damage caused.
4. Controllers should be wired up Positively (+VE) as per BSCRA Standards.

#### **6. MARSHALLING**

1. Each competitor is to make themselves PROMPTLY available to marshal or run race control whenever requested to do so by the organisers.
2. Drivers are to marshal immediately after the heat/race in which they took part in.
3. When heats are conducted in blocks, marshals must stay in their location for all heats in that block, and during the rotation period. Any marshal leaving their location in violation of this rule may have 5 laps deducted from their best score.
4. Track calls to pause racing will be used at some race meets. Track calls can be made by Marshals, Drivers or Race control, with an audible call of 'TRACK' or 'RIDER'. Race Control has the overriding decision to uphold a track call.
5. Track calls, where used, will be used as follows:

- A car is 'riding' or has 'crashed' on another lane and / or cannot be retrieved. The power will be turned on as soon as the obstruction has been removed.
- The track or its constituent parts is broken and needs repairing.
- A power issue on one or more lanes prevents a driver from competing competitively for any length of time. Any calls for adjustment to laps due to track power issues made after the heat/race will be dismissed.
- A car has crashed in such a position that a marshal post will be unmanned during its retrieval.

## **7. CONDUCT**

1. No food or drink should be brought near the track, both hands should be free at all times. Tablets, phones etc should not be used. Cameras may only be used when it does not interfere with marshalling duties. Race control will designate 'photographers'.
2. Personal listening devices such as walkmans, mp3 players etc are not to be used during marshalling duties. If used during racing, they must not disturb other racers.
3. Swearing, shouting and poor conduct will not be tolerated. Any racer caught doing so will be warned of their behaviour, and may be asked to leave if their behaviour is sufficiently serious or they ignore repeated warnings.
4. Any unacceptable behaviour must be reported to the race controller immediately.
5. Should an individual wish to complain against poor conduct, they must contact the race organiser as soon as possible so that the correct action may be taken
6. Children remain the responsibility of parents / carers and should be supervised at all times.
7. THORL will not be held responsible for any damage or loss to any equipment or persons.
8. Tyres may only be cleaned with tape or by washing in water.
9. NO spray oils/lubricants or cleaners to be used indoors. Use of Lighter fluid or any form of tyre treatments are not allowed. The organisers reserve the right to request competitors to use less lubricants if they feel it interferes with others or the condition of the track.

## **8. HAND OUT CLASSES**

1. **A hand out class can be run by THORL. All cars and spares will be supplied by THORL:**
2. **RACE FORMAT**
  1. The class will be typically of a timed duration, or a lap count (eg 10 laps, unless race control should decide otherwise.

2. There will be four heats per session (six when a six lane track is used), with the total of all scores determining the competitors finishing order. In the event of a tie, fastest lap will determine positions.
3. Practice before or during heats is at Race Controls discretion, and will be announced before the session commences.
4. There will be no working on cars other than directed by race control.
5. On completion of a heat, the competitors finish position will be recorded by Race Control. Cars should remain on track until all positions have been recorded.

### **3. Cars**

1. THORL will provide a number of cars complete with bodies.
2. Cars will be placed on lanes and shall remain on the lane for the duration of the race.
3. No work shall be carried out to any of the cars, other than specified by race control.
4. A spare car and body may be provided to replace a car which cannot compete due to failure of its parts.