



Queensland Ride on Mower Racing Association

Drivers Manual

All Rules and recommendations for Standard A-E classes, Modified, Outlaw, Juniors, Dirt Devils and Go-Carts.

Homologated by the Queensland Ride on Mower Racing Association and Associated Clubs

Ver 5.2 November 2024

The current Rules and Regulations Agreed by the Association From (Date) November 2024

Introduction

- This Document stands as the Driver Standards to be followed in the Queensland Ride on Mower Racing Association (QROMRA).
- This will outline the Regulations, Requirements and recommendations for each racer. Racers must be equipped with this and must comply with these requirements.
- It is each individual's responsibility to make themselves familiar with both the Rules, regulations and drivers standards document and the drivers' manual document.
- Updates and information will be posted in the QROMRA Facebook group, please become a member of this group to help keep everyone updated regularly.

Rules

Safety:

- A full faced helmet/motor cross helmet and goggles/visor that complies with AS 1698.
- Motorbike gloves or an approved protective glove.
- Motorbike boots, racing boots, or sturdy work boots- must cover racers ankles.
- Jacket and motorcross pants/clothing or jeans. Racing overalls / suits are the preferred option.
- An approved Neck brace.
- All safety gear worn by the drivers will be scrutineered along with your mower prior to any racing to ensure that you and your mower comply with the regulations.
- It is strongly recommended that you have your own Personal Accident Insurance
- Any chest plate/armour is recommended.

AS 1698 – Explained –

The Approved life of a helmet used for racing is 5 years old from purchase date. But the shelf life before purchase is 7 years old, please check before purchasing a new helmet that this is not exceeded.

If a racer is in an accident:

- Racer must be cleared by first aid in order to continue racing.
- All safety gear of involved racers must be inspected by first aid and scrutineering, these officials have the right to snip any gear deemed unsafe for further racing.
- All Mowers involved must be scrutineered again after an incident has occurred, the mower can be deemed unsafe to race and will be recorded in logbook to be fixed before the next race meet/ before you or the mower can race again.

Racing memberships, social memberships and day race passes

- Social members are not permitted to race.
- If you are a social member and wish to race you must pay a on the day race fee of \$60. This is to cover insurance purposes.
- Racers outside of QROMRA are permitted to 2 races a year from our calendar excluding the All Australian Titles. These outside racers will need to pay a on the day race fee of \$60.
- All racers must keep logbooks until they are completed or unless they have important recorded information within them. Eg date of new helmet introduced and exp date as under the AS 1698

Track/driver safety requirements:

- It is required that when an incident occurs on the track racers put up their hand. This notifies and ensures the safety of other racers, marshalls, spectators and first aid if needed.
- When a race has concluded it is required for drivers to raise their hand when they exit off the track.

Logbooks & Scrutineering:

- Scrutineering stickers must be given to the main tent. Once racers have been scrutineered, they must show their logbooks to the main tent to receive their scrutineering sticker.
- All logbook discrepancies must be recorded on the “logbook discrepancy form” by the main tent.

- “Logbook discrepancies forms are to be emailed to QROMRA secretary within one week after the race meet.
- New helmets must be recorded in logbooks with purchase date & expiry date.

AGM/ Meetings:

Introduction:

- AGMS are held once yearly and must be recorded in minutes and a record must be kept.
- STRICTLY NO ALCOHOL at these meetings. If you have alcohol at anyone of these meetings the committee has the right to ask for the alcohol to be removed and/or ask you to leave. This is to ensure the safety of everyone.
- Any changes to the rules and regulations or driver’s manual, must be done so in an official QROMRA meeting. This meeting must be called one month in advance and all clubs and delegates must be notified. This is to ensure that all clubs have a chance to be at the meetings and to vote on these changes.

Club AGM:

- Minutes must be sent out to all fellow club members and the QROMRA to inform the committee of changes.
- Social members are allowed to vote on club changes.
- The club must fill all positions being a president, vice president, secretary, treasurer, scrutineer/s and 2 delegates (one individual per position within the clubs).

Race meets: clubs must deposit money from race meets within one week after a race meet and must pay QROMRA within one month after the race meet.

QROMRA AGM:

- QROMRA AGM is open to all members. This is for everyone to have their say of all the positions in the QROMRA. Club delegates, committee members and social members are allowed to vote or make proposals. If a closed QROMRA meeting is called social members are allowed to be present but cannot vote or speak unless asked to.
- When a person is elected for a position in the QROMRA, the majority of attending members must agree for that person to be elected for said position.
- If general business changes require voting, all attending members of that meeting must vote. The result of the vote in the AGM is final. Major changes must be put into an agenda 14 days before the meeting.
- The QROMRA must fill all positions being a president, vice president, secretary, vice secretary, treasurer, 2 technical advisors (one individual per position within the QROMRA).
- All minutes must be sent out to all club secretaries which then will be pushed out to all club members

Racing Standards:

Flags:

- **Green flag:** Green flag means that track conditions are clear and back to racing pace.
- **Yellow flag:** yellow flag means caution and that track conditions are unsafe and must reduce pace, no overtaking whilst under the yellow flag. When the yellow flag is waved the whole track

must fall under the yellow flag conditions. If a driver is responsible for creating the incident leading to a yellow flag or restart, the driver must start at the back of the grid.

- **Red flag:** red flag means that track conditions are completely unsafe to continue racing and that all races must slow down at a safe pace to a complete stop and turn off your engine.
- **White flag:** white flag means that there is one lap left of the race.
- **Chequered flag:** chequered flag means that the race has finished, but then continue at race pace around the next corner to reduce collision after the race.
- **Rolled up black flag:** rolled up black flag means that the racer has been warned of dangerous or unsafe action, the racer can finish the race but must come see the race director for a reason to rectify the issue
- **Waved black flag:** waved black flag means that the racer has been disqualified from the race meet and must exit off the track immediately, come see the race director for a reason.
- **Blue flag:** blue flag means that if the flag is pointed to a racer, they must pull off the racing line and let the other racers behind to overtake.
- **Mechanical flag (Pink):** the mechanical flag means that there has been a mechanical fault detected with a racers mower and they must pull off the track in a safe manner and location.

Restart procedure:

- When the track falls under yellow flag conditions, a restart must take place. The restart procedure consists of bunching the racers in a tight single file line at a slowed pace. This pace is controlled by the lead mower, the set pace must be a suitable slow speed to give the other racers a chance to catch up to the leader and to bunch up ready for the restart.
- The race restart can only happen when all the racers are prepared in a packed single file line and one lap under caution has occurred in the single file line or starter marshal discretion.
- Whilst under restart procedures, it may be called for the racers to stop on the track to reconfigure the correct race positions. This helps to correct error that may have occurred when it was called for the yellow flag.
- When it is suitable to restart the race, the race starter will drop the flag at the start-finish line and bring the track back to green flag conditions.
- If it is called for the track to fall under yellow flag conditions within the first parts of the race, the race director may restart the race from the start grid.

Grievances:

- If a driver has a problem or an error has occurred they must confront the race director. They are NOT allowed to approach the scoring tent or race starter. If this happens the driver can be asked to leave.
- If any driver is over aggressive towards the race director or another race marshal they are also allowed to be asked to leave.

Tool kit

- Each driver is expected to have their own basic tool kit to enable them to do running repairs on their machine on race day.
- A basic range of spares is suggested, as follows Spare drive belt, chain, a range of drive sprockets, spark plugs, wheel bearings, some spare new Nylock nuts, tubes for tyres, your own fuel, oil & chain lube.