



BRITISH AUTOMOBILE RACING CLUB

GENERAL STANDING REGULATIONS

ISSUED JANUARY 2009

These Standing Regulations are applicable to all BARC meetings and should be read in conjunction with any relevant Circuit Health and Safety Regulations, the General Regulations of the MSA, Supplementary Regulations issued for the meeting along with any specific Championship Regulations that may apply.

1 TICKETS

Drivers will be issued with an allowance of tickets giving admission to the venue. However anyone requiring additional entrance tickets over and above this allowance, must purchase them from the Circuit concerned, the telephone number for which will be included within the meeting Supplementary Regulations. Please also be aware that at most circuits it is not possible to leave tickets at the entrance gates for collection.

2 ANIMALS

Please be aware that animals will not usually be admitted into the confines of the circuit. Instances of animals left unattended in parked cars render the person concerned liable to exclusion from the venue and may result in being reported to the Police by the Circuit authorities.

3 PADDOCK REGULATIONS – GENERAL

Please see the meeting Supplementary Regulations for information regarding paddock access as there might be limitations on access for various reasons. Park neatly taking only the minimum amount of space required. Please also have consideration for other people present, parking in accordance with any paddock plan issued for the meeting and in accordance with any additional instructions given by Circuit or Event Staff, Paddock Marshals, Championship Co-ordinators or Representatives or any Official of the Meeting.

3.1 PADDOCK REGULATIONS – FIRE POINTS

There are designated fire points within all circuits and further details of their exact location will be provided within the meeting Supplementary Regulations.

3.2 PADDOCK REGULATIONS – PADDOCK SURFACE

No marking of the paddock surface is permitted and additionally it is forbidden to hammer pegs / stakes into or otherwise damage the paddock surface. Any person found ignoring this instruction may be excluded from the meeting and the Circuit Operators may also take whatever action they deem necessary to recover damages and/or costs involved.

3.3 PADDOCK REGULATIONS – VEHICLES

Motorcycles and other motorised vehicles may NOT be driven within the confines of Circuit property by persons not in possession of a valid, appropriate licence. To ensure the comfort and safety of all visitors to the circuit, the use of paddock bikes and/or quads for recreational purposes is expressly forbidden. Adults are only allowed to use such vehicles for either the legitimate purpose of transporting team equipment to or from the Assembly Area and/or Pit lane or if they are part the Championship Co-ordination team on legitimate business. However all people using such vehicles are requested to exercise due care and attention and all competitors are obligated to ensure that all team personnel comply with this regulation. Please drive all vehicles in a sensible manner at all times being aware of MSA Regulation G66, that a maximum speed of 10mph applies at all times to vehicles not being driven on the race track.

3.4 PADDOCK REGULATIONS – RESPONSIBILITIES

Competitors are responsible for the actions of anyone associated with them at an event. As such it is important that all competitors ensure that basic Health and Safety issues are addressed. Such matters include but are not restricted to such things as the process of setting up or taking down of equipment including awnings etc, the loading and un-loading of vehicles and equipment, the use of equipment, the protection needed for cables and pipes and fitness for purpose of equipment or vehicles.

4 STAYING ON-SITE OVERNIGHT

While individual venues may have specific arrangements regarding camping or motor-home areas which need to be observed, there are certain principles which you are asked to observe by the BARC. Due consideration should be given to others who are on-site overnight and as a basic principle a curfew time of 11:30pm should be adhered to by all. By this time noisy generators should be shut down, work on vehicles should stop and any barbeque or

party should be curtailed to enable other to have a reasonable chance of getting some sleep. In addition competitors are reminded to moderate their consumption of alcohol in order to ensure their integrity is not questioned and that they are fully fit to compete.

5 IN-CAR VIDEO

Any competitor wishing to carry on board video equipment must obtain written permission from the individual circuit Press Office before the meeting and pay any appropriate fee. Such equipment must be in place prior to safety scrutineering and be passed as being mounted properly. The use of in-car video equipment for the purpose of recordings to be subsequently used in television transmissions is covered by the regulations of the Independent Television Commission. Accordingly, any vehicle carrying such equipment may not have any visible commercial advertising material in front of the camera. For certain meetings additional instructions may be issued within Supplementary Regulations.

6 COMPETITOR SIGNING ON AND SCRUTINEERING

In accordance with the regulations of the MSA, all competitors must sign on before going out to practice. The location for competitors signing on will be notified in the meeting Supplementary Regulations. All Race Licences, mandatory Club Membership cards and Championship Registration Cards must be produced upon demand at signing on, for inspection. All competition vehicles and competitors safety equipment must be scrutineered prior to practice. Once scrutineering and signing on has been successfully completed a scrutineering label will be issued for each vehicle and this label must be securely attached to the vehicle in a position which is clearly visible. If the label is lost then a replacement must be obtained from the Chief Scrutineer. This procedure may vary at certain Meetings and you must refer to the Supplementary Regulations for specific procedures.

6.1 COMPETITION LICENCES

All competitors requiring an upgrading signature from the Clerk of the Course must deposit their "MSA Upgrade Card" with the Secretary of the Meeting at signing on and these may only be collected a minimum of 30 minutes after the publication of the results of the competition. Competitors must make every effort to collect their upgrade card as subsequent delivery by post cannot be guaranteed and the BARC will not accept any responsibility for cards lost in this way.

6.2 NUMBERS AND DECALS

Adhesive competition numbers and backgrounds will be on sale at signing on, priced - numbers 40p each and background rectangles £1.50 each. BARC Shield decals will be available in various sizes, free of charge, to all competitors in BARC Championships.

7 DRIVER BRIEFINGS

Any competitors taking part in their first race at any circuit must report to the Clerk of the Course or his nominated Deputy for a briefing before going out to practice, in accordance with MSA Regulation G30. Briefings will be held at specific times as listed in the meeting Supplementary Regulations. Championship briefings will be held when they are deemed to be necessary or when required by Championship Regulations. Details of the time and venue of all briefings will be specified either in the meeting Supplementary Regulations or displayed in Race Administration or advised to competitors during the event. A fine to a maximum of £140, or as specified by Championship Regulations, may result from any failure to report to or late arrival at any scheduled driver briefing.

8 FUEL

Where fuel is available for purchase at the circuit, containers must bear the words "Petroleum Spirit – Highly Inflammable" and have a secure approved method of fastening. All relevant Health and Safety legislation must be complied with at all times. Where Championship Regulations call for the exclusive use of a control fuel details further details may be given in the meeting Supplementary Regulations.

9 NOISE POLLUTION

Please be aware that all motorsport venues have noise curfews set in conjunction with local authorities, which are monitored and controlled by the Circuit Management, the local authorities and event officials. Usually vehicles are allowed to be taken to scrutineering and assembly prior to the start of track activity and may return to the paddock following scrutineering at the end of the event, but must not be highly revved outside of the times set for track activity. It is particularly important that no competition engine is running at any time after vehicles are returned to their paddock space at the end of any activity associated with competition. Full details of curfews applicable to a meeting will usually be found within the meeting Supplementary Regulations and article 4 above.

9.1 VEHICLE SILENCING

All vehicles must comply with current MSA Silencing Regulations particularly as noted in GR C(b) 23. Sound readings will be taken by MSA Environmental Inspectors or Scrutineers and vehicles found not to comply will be reported to the Clerk of the Course who may prevent the vehicle from taking part in competition until it is able to pass the test.

10 PIT REGULATIONS – GENERAL

Only the appropriate tickets or passes issued for the meeting will admit team personnel to the pits. For both safety and insurance purposes, no persons under the age of 16 will be admitted into the pit lane, unless involved as a competitor. No smoking is permitted in the pits at any time.

10.1 PIT REGULATIONS – VEHICLES IN THE PIT LANE

At no time may a vehicle be driven within the pit lane in the reverse direction, unless specifically directed to do so by an Official of the Meeting. Non-competing vehicles, motorcycles or pedal cycles may not be driven or ridden along the pit road at any time during the meeting except during the delivering to or collection from the pit lane of team equipment.

11 TRACK REGULATIONS – KERBS AND MARKERS

Cars crossing the kerbs, crossing the delineation of the edge of the track, touching corner markers or otherwise driving in a manner that may be considered to be a) gaining an unfair advantage or b) driving in a manner which is incompatible with general safety or departing from the standard of a competent driver, will be shown the black & white diagonal flag to advise them that their driving is being observed. Those continuing to offend may be shown the black flag in accordance with G 80 and any such action does not preclude further penalties being applied.

11.1 TRACK REGULATIONS – FLAG SIGNALS

Competitors are reminded that at all times they must comply with MSA Regulations C(d)1(e) and G80 regarding flag signals. Failure to comply may result in action being taken and the MSA datum penalty for failure to observe flag signals is exclusion.

11.2 TRACK REGULATIONS – CONTACT

Competitors are reminded that any contact between competing cars is not only strictly forbidden but also is extremely dangerous. Any driver found to be guilty of causing contact, whether inadvertently or not, is reminded that the penalties laid down in MSA Regulations G75 and C(d)6 may be applied.

11.3 TRACK REGULATIONS – FLUID SPILLAGE

Due to the damage that may be caused, any driver reported to be spilling oil, fuel or other unspecified fluid onto the circuit, will be shown the black and orange flag and will not be allowed to rejoin the event until the spillage is investigated by a Scrutineer. In accordance with the MSA Regulations should a driver concerned ignore the black and orange flag or subsequently the black flag, the offending driver and his vehicle may be excluded from the remainder of the event and the competitor concerned may be liable for the costs of any track repairs arising from such circumstances.

12 ASSEMBLY PRIOR TO PRACTICE OR RACING

Vehicles and drivers must be ready in the assembly area or pits not less than 20 minutes before the due start time, otherwise both the vehicle and driver may be prevented from taking part. It should be noted that event timetables and programmes are designed for guidance purposes only and on occasions certain events may be called forward earlier than scheduled.

13 RACE START – PROCEDURE

Usually vehicles will leave their designated assembly point and proceed to the grid. Where this involves completing a lap or a part lap of the circuit extreme caution is required from all competitors as marshals may be on course. Depending on conditions and Championship Regulations this procedure may be carried out behind a parade car. Once competing cars are on the grid, the countdown procedures will begin with minute boards and audible signals. After the minute boards the green flag will be shown and cars will complete one further lap maintaining grid formation.

For races with a standing start, as soon as all cars are stationary on the grid a 5 second board will be shown and then the race will start as per MSA Regulation G61.

The procedure for races with a rolling start will be detailed in Championship Regulations or meeting Supplementary Regulations, as will any variation to this start procedure for those vehicles which are not using slick tyres.

Any competitor indulging in excessive weaving or practice starts during the assembly lap or green flag lap will be liable to penalties as detailed in MSA Regulation C(d)13.

13.1 RACE START – TYRES

In accordance with MSA Regulation G51 it is not permitted to change tyres between leaving the designated assembly point and the start of the race, except in the case of force majeure (puncture or other obvious damage), or if the Clerk of the Course confirms that there has been an adverse change in weather conditions. No artificial heating devices, including special covers, may be used during this period except where specifically allowed in championship regulations. Specific Championship Regulations may vary this procedure.

13.2 RACE START – GREEN FLAG LAP

Any driver unable to start the green flag lap must indicate their situation as per MSA Regulation G53. Any competitor unable to maintain grid positions on the green flag lap to the extent that all other cars (with the exception of cars in the same predicament) are ahead of them may complete the green flag lap but must stop at the rear of the last row of the grid but ahead of any cars to be started with a time delay. The onus is on the competitor to comply and failure to do so may result in a report to the Clerk of the Course who, unless Championship Regulations state something to the contrary, may impose an immediate or retrospective time penalty be added to the competitors course completion time.

14 SAFETY CAR

During certain races, where specified in championship regulations and/or supplementary regulations, a safety car will be brought into operation to neutralise the race upon the sole decision of the Clerk of the Course. Competitors must familiarise themselves with the relevant Championship Regulations.

15 RACE STOPAGES

In the event that a race has to be stopped by the use of the red flag then MSA regulations will be followed with regard to any restart which may be undertaken. However in the event that any one race has to be stopped twice then the Clerk of the Course reserves the right to send the race concerned back to the paddock and only undertake a restart at the end of the day if time permits.

16 JUDGES OF FACT

The Judges of Fact and the facts that they will judge, will either be displayed on the official notice board or in the official programme. The following judges may be nominated to judge upon the associated facts:

Start and Finish judges to declare any false starts and to declare the order in which vehicles cross the finishing line when the end of the race signal is given or the scheduled race distance is completed by the winner.

Chief Timekeeper to declare the laps covered the time and the order in which the cars cross the timing line throughout the competition.

Chief Scrutineer and Members of the Technical Commission to declare any infringements of vehicle eligibility.

Pit-Lane Speed judges to declare any infringement of pit lane speed limits set by Championship Regulations.

17 MSA JUDICIAL PROCEDURES

It should be noted that on occasions where certain meetings or races within a meeting are run under an International Grade Permit, where judicial procedures outlined in the "FIA Annuaire" would normally apply alone, the judicial procedure outlined in section C(d) of the MSA Blue Book will also apply to the event in question. It should also be noted that minors, anyone who has yet to reach their 18th birthday, must have all official documentation such as entry form, sign-on sheet and judicial action sheet countersigned by their parent / guardian or guarantor and that this person must accompany them to any hearing with the Clerk of the Course or Stewards. In addition the entrant is responsible for the actions of everyone associated with the entry and that competitors should remain available to the Clerk of the Course for a minimum of 30 minutes after the conclusion of the event.

18 PRESENTATION OF AWARDS

Except where Championship Regulations call for different procedures, in a one class event the first three drivers and in an event with classes the winner and other class winners are requested to stop in the Parc Fermé area or pit lane as directed and proceed as quickly as possible to the presentation area for the presentation of awards and an interview by commentators.

19 PRIZE MONEY

It is a regulation of the MSA that any prize or bonus money payable, is paid to the vehicle entrant. Competitors or entrants wishing to alter this arrangement must send such a request to the BARC, in writing, with the agreement of the entrant fully detailed.

20 PERSONAL ACCIDENT INSURANCE

Since the 1989 revision of the National Health Service rules concerning accident to foreign nationals, all foreign competitors from countries that are not members of the EU or from countries that do not have reciprocal agreements with the UK in respect of hospital and medical payments are strongly recommended to take out medical expenses insurance for a sum of £1,000,000 against the cost of hospitalisation and treatment in the UK in the event of an accident.

21 HOSPITALITY

All teams, competitors, sponsors and trade suppliers are reminded that hospitality or entertaining by way of any form of food or drink is strictly prohibited in any paddock area. Hospitality areas are available at most meetings subject to availability and requirements must be reserved via the relevant circuit department and the appropriate fees paid.