



## 79th MEMBERS' MEETING

9 – 10 APRIL 2022

### SUPPLEMENTARY REGULATIONS

#### 1. OVERVIEW OF THE COMPETITION

##### **The Event Classification**

The British Automobile Racing Club Ltd will organise an automobile race meeting at Goodwood Motor Circuit, Goodwood, Chichester, West Sussex from 9<sup>th</sup> – 10<sup>th</sup> April 2022, featuring a mixture of National and Race Inter Club races. The promoter is the Goodwood Road Racing Company Ltd. The event will be known as the Goodwood Members' Meeting and the Motor Circuit is 2.38 miles in length.

The meeting will be held under the General Regulations of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), together with these Supplementary Regulations or any further instructions issued by the organisers, including the Technical Regulations supplied with the Entry Form. Final Instructions for the event will be issued with each competitor's ticket pack, approximately three weeks before the meeting. A Motorsport UK Permit will be issued for the National and Race Inter Club car races.

Alongside the car races, there will be two performance demonstrations—These will be separately licensed and insured.

##### **Conditions of Entry**

Entry into the event is by invitation only. Final selection of entries is at the sole discretion of the promoter. The promoter withholds the right to refuse entry at any time. The entry list opens upon publication of these regulations and closes by 17:00hrs on 18<sup>th</sup> February 2022. Following an invitation, all entries must be returned to the Motorsport Content Team by post or email. The maximum number of entries for each for each race is 30, and the minimum is 10. There are no reserves. Race length, type and running order is determined and confirmed below.

An entry fee of £500 payable by all entrants will be applicable. There will be no entry fee for those taking part in performance demonstrations.

No car may be entered in more than one race, except where the second is the second leg of a two-part race. Start positions will be determined by qualifying times, except in the Gerry Marshall Sprint, for which grid positions will be determined by results from the Gerry Marshall Trophy. Grid starts will be used, unless specified otherwise. It is the competitors' responsibility to ensure they are ready when their race is called. Competitors not reporting at notified times may be excluded.

## **Provisional Race Schedule:**

### **Saturday**

#### **Race 2: Derek Bell Cup (20 mins)**

For 1000cc Formula 3 cars built between 1964 and 1970

#### **Race 3: Gerry Marshall Trophy (45 mins – two drivers)**

For Group 1 saloon cars that raced between 1970 and 1982, and British Saloon Car Championship cars from 1976 to 1982

### **Sunday**

#### **Race 4: Weslake Cup (20 mins)**

For A-series engine sports and GT cars of a type that raced between 1958 and 1966

#### **Race 6: Sopwith Cup (20 mins)**

For saloon cars of a type that raced up to 1956

#### **Race 7: A.F.P. Fane Trophy (20 mins)**

For pre-war, chain-driven Frazer Nashes

#### **Race 8: Graham Hill Trophy (45 mins – two drivers)**

For closed-cockpit GT cars & prototypes in the spirit of the RAC TT races, 1960-1964

#### **Race 9: Varzi Trophy (20 mins)**

For Franco-Italian Grand Prix, Voiturette, and historic racing specials, of a type that raced between 1928 and 1935

#### **Race 10: Surtees Trophy (20 mins)**

For sports-racing prototypes of a type that raced between 1960 and 1966

#### **Race 11: Robert Brooks Trophy (20 mins)**

For sports-racing cars of under 2.5-litres of a type that raced between 1955 and 1960

#### **Race 12: Gerry Marshall Sprint (15 mins)**

Reverse grid race for Group 1 saloon cars that raced between 1970 and 1982, and British Saloon Car Championship cars from 1976 to 1982

#### **Race 14: Peter Collins Trophy (20 mins)**

For sports-racing cars of a type that raced between 1948 and 1955

## **2. STANDING CIRCUIT REGULATIONS**

### **Practice**

There is no Free Practice at the event. During Official Practice (qualifying), all competitors must complete at least three practice laps to qualify for inclusion in any given race. Competitors practising out of session, or who qualify only through familiarity with the circuit, will be placed at the back of the grid.

### **Race grid formation**

Starting positions for all races will be determined by Official Practice times, the lowest time securing Pole Position and the other competitors arranged in order of times recorded. The exception will be the Gerry Marshall Sprint, the starting positions for which will be based on the results of the Gerry Marshall Trophy. A maximum of 30 cars will run in any given race. The starting grid, for cars will be assembled in a 3x2x3 pattern, for a standing start.

### **Race start procedure**

In all races, vehicles will leave the Assembly Area and proceed once, clockwise around the circuit to form up on the grid. Extreme caution must be taken when approaching the grid as marshals will be on the circuit to guide competitors into position. This form-up lap may be carried out behind a parade car.

Once competing vehicles are on the grid, the countdown procedure will begin using minute boards. After the 30-second board is shown, a green flag is waved and vehicles will complete one further lap, maintaining grid positions. Any competitor who is unable to maintain grid position to the extent that **ALL** other vehicles (with the exception of those in the same predicament) overtake them may complete the lap, but must stop at the rear of the final row of the grid, behind all competitors except those starting 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 may impose an immediate or retrospective penalty.

As soon as all vehicles are stationary on the grid, a 5-second board will be shown. **There are no starting lights at Goodwood.** Instead, the race will be started by means of the national Union flag. The starter will hold the flag aloft and the race will start on the downward stroke of the flag.

### **Driver Nomination**

All competitors in two-driver races (Gerry Marshall and Graham Hill Trophies) **MUST** nominate 1st and 2nd drivers for each session, and must notify the Secretary of the Meeting at the BARC desk in Race Administration at least two hours before each session. Failure to do so may result in a time penalty in the race.

### **Timekeeping**

This will be by automatic electronic timing equipment or, in the event of failure, by hand-held stopwatch. Times will be published soon after each practice session or race, and will be available from drivers' sign-on. All competing vehicles must be fitted with a transponder, numbers for which should be supplied on your entry form. The timekeepers, TSL, will have a desk in the scrutineering office, located in a cabin next to the Assembly Area, where they will be confirming transponder numbers and hiring a limited number of transponders to those competitors who do not have access to one of their own.

### **Pitlane regulations**

To prevent dangerous overcrowding in the narrow pitlane, only those wearing team member wristbands will be allowed into the pits. These are irreplaceable and should be given **ONLY** to mechanics as appropriate. Please refrain from using these wristbands to enter the pitlane other than during your race or practice session. For insurance reasons, no persons under the age of 16 will be permitted into the pits or assembly area. Smoking is not permitted in the pits or paddock.

### **Driving standards**

Any competitor who drives in an inappropriate manner will be shown the black and white diagonal flag to advise them that their driving is being observed, and persistent offenders will be black-flagged. Any driver who crosses the delineation of the edge of the track with all wheels of his/her vehicle or otherwise loses control will be obliged to visit the Clerk of the Course after the session to explain these actions. A log of the incident may be taken. Such action does not preclude further penalties being applied. A time penalty may be given to any driver who hits the chicane.

### **Contact between competitors**

Competitors are reminded that body or wheel contact between competing vehicles is strictly forbidden. Any competitor who makes contact with a fellow competitor will be obliged to give an explanation to the Clerk of the Course immediately following the session, a record of which will be taken. Where it is felt that the incident was unnecessary and could have been avoided, then the competitor may be ordered to withdraw from subsequent sessions. The log of recorded incidents and any action our officials have taken will also be referred to when issuing invitations in future. Competitors are also reminded that penalties laid down in Section C of the Motorsport UK Competitors' Yearbook may also be enforced. Enforceable penalties range from added time to exclusion.

### **Penalties**

Penalties will be issued, at the discretion of the Clerk of the Course, for a variety of offences, including, but not limited to:

- Dangerous driving
- Speeding in the pit lane
- Hitting the chicane
- Infringing the driver change window
- Knowingly depositing oil

### **Judges of Facts**

Judges of Fact may be appointed in accordance with G10 and Q18 of the current Motorsport UK Yearbook.

### **Driving Standards Advisor**

The Members' Meeting benefits from the services of a dedicated Driving Standards Advisor, Martin Donnelly, who will watch all the races and provide expert opinion to the Clerk of the Course regarding driving incidents, as well as providing a first point of contact for competitors who wish to discuss any aspect of their own or others' driving or riding at the event. Martin will be based near the Drivers' Sign-on Area, and will be available between races to discuss any concerns you may have.

### **Senior officials**

Clerk of the Course: D. Cartwright  
Deputy Clerks of the Course: TBA  
Secretaries of the Meeting: Mrs M Harland, D. Wheadon (Deputy)  
Stewards of the Meeting: TBA (MSUK), TBA (Cars), TBA (Cars)  
Hon. Driving Standards Advisor: M. Donnelly  
Chief Observer: TBA  
Deputy Chief Observer: TBA  
Chief Marshal: TBA  
Chief Paddock Marshal: TBA  
Chief Startline Marshal: TBA  
Chief Assembly Marshal: TBA  
Chief Parc Ferme Marshal: TBA  
Chief Incident Officer TBA  
Race Control Log: TBA  
Goodwood Control Liaison: TBA  
Chief Medical Officer: Dr. K. Bunyan  
Covid 19 Officer BARC: D. Wheadon  
Child Protection Officers: TBA (MSUK)  
Chief Scrutineer: TBA (Cars)  
Chief Eligibility Scrutineer: TBA  
Timekeepers: TSL Ltd

### **Refuelling**

No refuelling will be permitted in the pits before or during a race.

### **Tyres**

It is not permitted to change tyres between leaving the Assembly Area and the start of the race, except in the case of force majeure (puncture or other obvious damage). No artificial heating devices, including special covers, may be used.

### **Race numbers**

Competitors are encouraged to number their vehicle in advance. An Entry List noting your confirmed race number will be issued by email prior to the event. Race numbers and roundels/backgrounds will also be available at BARC sign-on.

Numbering in a style appropriate to the age of your vehicle is encouraged. If your car has a period number permanently painted on, it is important that you notify the Motorsport Content Team so that this number can be allocated to you if possible. Number size and positioning must be in accordance with the Motorsport UK Competitors' Yearbook.

Competitors will be provided with stickers corresponding to their Members' Meeting House, which should also be carried on the left-hand side of the vehicle.

### **Safety Car**

A Safety Car may be employed to neutralise any race in the event of an incident. This vehicle will be identified by means of a flashing orange beacon on the roof and the words 'Safety Car' displayed on the rear. Competitors will be warned that the Safety Car has been deployed. The actions required by drivers after the Safety Car has been deployed will be covered in detail in the pre-race Drivers' Briefing.

<p><b>The driver change window will be closed during safety car periods (and will be extended to compensate in full).</b> Safety Car periods end when the green flag is shown at the start line. No competitor may enter the pits with the intention of changing drivers once the SC board has been displayed.</p>
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Please note, in the event of the safety car being deployed for a prolonged period, three minutes may be added to the race duration for every five minutes the safety car is on-track, at the discretion of the Clerk of the Course, up to a maximum of six additional minutes. It is therefore recommended that cars carry additional fuel to cope with up to five laps of extra running.

### **Exit from the circuit**

Drivers planning to enter Parc Fermé (or the pit lane) must make their intentions clear by raising a hand in the air **before the chicane**, and repeating the signal all the way from the exit of the chicane to the pit entry. They must adhere closely to the right-hand side of the track, with all four wheels to the right of the dotted line. **Belts and helmets must remain fastened until the car comes to a complete stop**, and must be re-fastened before the car leaves again.

### **Parc Fermé**

When the practice session or race has ended (as designated by the use of a chequered flag) vehicles will complete one slowing-down lap and exit the circuit on the right-hand side at the entrance to the pitlane, proceeding immediately to Parc Fermé.

Once in Parc Fermé, competing vehicles may be examined by a scrutineer. There is a weighbridge in Parc Ferme, into which competitors may be called. In addition, the first three finishers, plus other vehicles selected at random, will be requested to visit Goodwood's Eligibility Consultants directly from Parc Fermé. Competitors must remain with their vehicle until released by the Officials, unless they are participating in the next session. No other persons are permitted into the Parc Fermé area.

### **Results and Awards**

Practice times and provisional results will be published and displayed as soon as possible throughout the weekend. At the end of each race, following the slowing-down lap, all cars will proceed to Parc Fermé. There, the three podium finishers will be interviewed and presented with laurel garlands. Winners will also be presented with an exclusive Members' Meeting cap, which they are encouraged to wear for the rest of the weekend. In two-driver races, co-drivers should join their partners in Parc Fermé. Following the last race on Sunday evening, an official prize giving ceremony takes place in the Great Hall, at which all are welcome.

### **Protests**

Any protests must be made in accordance with Motorsport UK regulations.

## **3. VEHICLE ELIGIBILITY AND SCRUTINEERING**

### **Eligibility**

All competing cars (excluding those in performance demonstrations) must have a technical document to be scrutineered against. Acceptable documentation is as follows:

- FIA Historic Technical Passport (HTP) – All races
- VSCC Eligibility Document (or Buff form) – A.F.P. Fane Trophy and Varzi Trophy
- Goodwood Technical Declaration – all races where one of the above is not applicable (see Essential Information document for more detail)

It is the duty of each competitor to satisfy the scrutineers, eligibility delegates and stewards that their vehicle complies with the regulations in their entirety at all times.

In order to assist organisers, a scan or photocopy of the front page of the car's technical document issued by the ASN or approved organising club, clearly showing the class, period and category attributed to the car on the basis of Appendix 1 of Appendix K, must accompany all entry forms. The full technical document must be presented with the car at scrutineering for the competition. It is the competitor's responsibility to prove, if requested, that the car complies with the approved specification, as entered on the technical document.

If competitors feel they are unable to provide this document, then they should include an explanatory note with the Entry Form and contact the Motorsport Content Team immediately to discuss the matter. Cars which fail to comply fully with either their HTP or other approved technical document may be declassified in the results.

### **Vehicle Presentation**

All competing vehicles must feature the appropriate period livery and detailing. No out-of-period wheels, lighting, wing mirrors etc, or windows of an inappropriate material featuring out-of-period ventilation holes or flaps will be accepted. Roll-over bars on open cars must be sensitively installed to be as visually unobtrusive as possible. No out-

of-period advertising, sign-writing or stickers are permitted on any vehicle, including, but not limited to, those of organising clubs. If you choose to display the driver's name/s on the vehicle, ensure it is done in a period manner.

For the Gerry Marshall Trophy Group 1 Saloon Car race, cars **MUST** be presented in an appropriate period sponsor's livery.

#### **Vehicle scrutineering - 09:00hrs to 17:30hrs on Friday ONLY**

All cars, including those undertaking high-speed demonstration runs, must be inspected by a scrutineer. Once satisfied with the vehicle's suitability to take part, the scrutineer will issue a label, which needs to be clearly affixed to the vehicle in order to gain access to the Assembly Area, and hence the course. Vehicle scrutineering will be carried out in the vehicle's allotted paddock shelter. A representative for each car/team must be available to provide technical documents and assist the eligibility scrutineers conduct their assessments. This person must be with the car in the paddock, or a mobile telephone number left with the vehicle, such that they can be contacted and return to the car within a reasonable time. If you do not comply with this, and your car is not scrutineered on Friday, it will affect your ability to take part in practice on Saturday and thus racing over the weekend.

#### **Racewear scrutineering**

All scrutineering of helmets and overalls will take place in the scrutineers' facility next to the assembly area, and drivers should arrange to have their racewear taken there accordingly during Friday (before 17:00hrs).

## **4. LICENCE REQUIREMENTS**

#### **Licensing status**

Ten car races at the Members' Meeting will be run under a National permit, and one race will run under a Race Inter Club permit. The race regulations specify the grade of each race. The suitability of your licence depends upon which governing body or ASN (Association Nationale Sportif) issued it, as follows:

#### **Motorsport UK licences**

A Race National or any higher grade (International) racing licence is valid for all races, and a Race Inter Club or higher grade for the Race Inter Club races.

#### **Licences issued by EU countries or the Comparable Countries**

National and International Licences issued by an EU country, or by the Comparable Countries (Andorra, Iceland, Monaco, Norway, San Marino and Switzerland) are valid for the event, **provided they bear the EU logo** and/or the FIA logo and provided they produce ASN authorisation as required below. The holder will be subject to Motorsport UK Regulations while competing, and must comply with all other requirements for the event, including those set out in section H26 of the Motorsport UK Competitors' Yearbook.

#### **Licences issued by a non-EU country**

Firstly, please ensure that your licence is to **International grade** and is issued by your official Internationally-recognised governing body or ASN. In the USA, that is ACCUS, and in Japan the JAF. **Your licence must bear the FIA logo** – if it is issued by a national racing club, such as the Sports Car Club of America, it will **not** be valid.

Overseas competitors must be aware of Article 2.3 of the Sporting Code of the FIA, concerning participation in national events. The following is reproduced for your convenience:

*A national event is open only to competitors and drivers holding a licence issued by the ASN of the country in which that event takes place. A national event may, at the discretion of the authorising ASN, accept the participation of licence-holders from other ASNs. Competitors and drivers who wish to take part in a national competition organised abroad can only do so with the approval of their own ASN. This authorisation shall be given by the ASN concerned in such form as they might deem convenient, by stamping the entry form, issuing the competitor and/or driver a special permit for a specific event, or a more general permit (for one or several countries, for a given period or for the whole period of validity of the licence concerned).*

Please ensure that you have the necessary permission from your ASN, as failure to comply will result in you being unable to race at the 79th Members' Meeting.

### **Signatures for a licence upgrade**

All licences requiring a Clerk of the Course signature must be deposited with the Secretary of the Meeting at sign-on and, unless in exceptional circumstances, may not be collected until 45 minutes after the publication of the results of the competition. When licences have been deposited in this way for signature, drivers should make every effort to collect them afterwards, as subsequent delivery by post cannot be guaranteed and the organisers will not accept responsibility for licences lost in this way.

## **RACEWEAR REQUIREMENTS**

### **Crash helmet**

All competitors must wear a crash helmet specifically approved for motorsport. Acceptable standards are as follows (see Motorsport UK Competitors Yearbook, Section K10):

- FIA 8860-2010
- FIA 8859-2015
- FIA 8860-2018
- FIA 8860-2018-ABP
- SNELL SAH2010 (Not valid after 31.12.23)
- SNELL SA2010 (Not valid after 31.12.23)
- SNELL SA2015 (Not valid after 31.12.26)
- SNELL SA2020

### **Driving suit**

All car drivers must wear clean FIA-standard race overalls manufactured from Nomex III, Proban or equivalent materials. Acceptable standards (see Motorsport UK Yearbook, Section K9) are:

- FIA 8856-2000
- FIA 8856-2018

### **Other clothing**

**Cars:** Since 1 January 2012, the use of flame-resistant gloves and shoes is mandatory. Competitors are also strongly advised to wear flame-resistant socks, balaclava and underwear.

### **Eye protection**

All drivers of open vehicles must wear suitable goggles or a visor (Motorsport UK Yearbook, Section K11).

## **5. FURTHER INFORMATION**

If you have further questions regarding technical or regulatory issues, please contact Goodwood's Motorsport Content Team. Should you need to contact the meeting's organising club, this can be done as follows:

### **British Automobile Racing Club (BARC)**

Competitor enquiries: David Wheadon  
Telephone: +44 (0)1264 882209  
Email: [dwheadon@barc.net](mailto:dwheadon@barc.net)

### **Motorsport Content Team**

Telephone: +44 (0)1243 755037      Email: [competitors@goodwood.com](mailto:competitors@goodwood.com)