



2026 General Standing Regulations

v1.0



For all Events Organised by:

The British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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These Standing Regulations are applicable to all BARC meetings and should be read in conjunction with any relevant Circuit Health and Safety Regulations, the BARC Health & Safety Guidance notes, the National Competition Rules of Motorsport UK, the Supplementary Regulations and Final Instructions 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. Tickets at certain venues are in an electronic format and hence no other tickets will be issued. It is the competitors' responsibility to check that tickets have arrived by email or post at least seven days prior to the meeting and, at that time, of contacting the BARC if there are any problems. Anyone requiring additional entrance tickets over and above this allowance, must purchase them from the circuit concerned. Please also be aware that at most circuits it is not possible to leave tickets at the entrance gates for collection.

2. PADDOCK REGULATIONS:

2.1. GENERAL:

The paddock is only for competition vehicles and their transport, private vehicles are not admitted. The Final Instructions give information regarding paddock access. Park neatly taking only the minimum space required showing consideration for others, park in accordance with any area allocated on the paddock plan issued for the meeting and in accordance with additional instructions given by your Championship Co-ordinator, Championship Representative, BARC Paddock Manager or any Official of the Meeting. Failure to comply with instructions to move or remove a vehicle from the paddock may result in disqualification from the meeting.

2.2. FIRE POINTS:

There are designated fire points within all circuits and these are clearly marked. Fire lanes must be kept clear at all times.

2.3. PADDOCK SURFACE:

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

2.4. VEHICLES:

No motorised vehicles may be driven within the confines of Venue property by any person 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, quads, and e-scooters etc., for recreational purposes is expressly forbidden. Adult licence holders are only allowed to use such vehicles for either the legitimate purpose of transporting team equipment to and 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 Motorsport UK Regulations and in the knowledge that a maximum speed of 10mph applies at all times to all vehicles, including competition vehicles, not being driven on the race track.

2.5. RESPONSIBILITIES:

Competitors are responsible for the actions of anyone associated with them at an event regardless of their relationship or role at the meeting. 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, working at height, the loading and un-loading of vehicles and equipment, the use of equipment and tools, the protection needed for cables and pipes and fitness for purpose of equipment or vehicles. For further details please see the H&S Guidance notes available on the BARC website.

3. STAYING ON SITE OVERNIGHT:

Individual venues have specific arrangements regarding camping or motor-home areas which need to be observed, in general terms there is no camping permitted within the paddock. There are certain principles which you are asked to observe by the BARC if you are staying on site during the meeting. 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 others 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 in a fit state to compete the following day.

4. ANIMALS:

Please be aware that animals will not usually be admitted into the confines of the circuit, except for assistance dogs, etc. Instances of animals left unattended in parked cars render the person concerned liable to expulsion from the venue and may result in being reported to the Police for further action.

5. IN-CAR VIDEO:

Any competitor wishing to carry on-board video equipment which is for their own personal use may do so. However, such equipment must be in place prior to safety scrutineering and be passed by scrutineers as being mounted properly. Any footage obtained from such camera may be requested by the Clerk of the Course or the Stewards to assist in the resolution of Judicial matters, and for this purpose the competitor may not refuse to hand over the camera card. For certain meetings additional instructions may be included within both Championship and Supplementary Regulations particularly where cameras are used for broadcast purposes. Competitors may not refuse to carry a camera for any approved broadcast company.

6. COMPETITOR SIGNING ON & SCRUTINEERING:

6.1. GENERAL:

In accordance with the regulations of the Motorsport UK, all competitors must sign on before going out to practice. The location for competitors signing on will be notified in the meeting Final Instructions. All Race Licences and mandatory Club Membership cards must be produced upon demand at signing on, for inspection. All competition vehicles and competitor's safety equipment must be scrutineered prior to being allowed on track. 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.

6.2. COMPETITION LICENCE UPGRADES:

All competitors requiring an upgrading signature from the Clerk of the Course must submit their "Motorsport UK Upgrade Card" with the Secretary of the Meeting on the first morning of competition 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 responsibility for lost cards.

6.3. NUMBERS & DECALS:

Adhesive black competition numbers and white backgrounds may be on sale at the administration office. 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 their nominated Deputy for a briefing before going out to practice, in accordance with Motorsport UK Regulations. Briefings will be held at specific times as listed in the meeting Final Instructions. 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 Final Instructions or displayed in Race Administration or advised to Competitors during the event. A fine to a maximum as per Motorsport UK Regulations or as specified by Championship Regulations, may result from any failure to report to or late arrival at any scheduled briefing.

8. FUEL:

Where fuel is available for purchase at the circuit, containers used must bear the words "Petroleum Spirit – Highly Flammable" and have a secure approved method of fastening. All relevant Health and Safety legislation must be complied with at all times, please note the particular demands made when fuel is being transported. Championship Regulations will deal with all matters where the exclusive use of a control fuel is mandated.



9. NOISE POLLUTION:

9.1. GENERAL:

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 meeting officials. Usually, vehicles will be allowed to be taken to scrutineering and assembly prior to the start of track activity and may return to the paddock following scrutineering, 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 the day. Full details of curfews applicable to a meeting will usually be found within the Final Instructions and there is additional information on non-racing noise in article 3 above.

9.2. VEHICLE SILENCING:

All vehicles must comply with current Motorsport UK Silencing (Sound Control) Regulations. Sound testing will be undertaken by Motorsport UK Environmental Inspectors or Scrutineers and any vehicle found not to comply will be reported to the Clerk of the Course who will usually prevent the vehicle from taking part in competition until it is able to pass the designated test. It should be noted that certain Venues may operate additional restrictions and competitors are advised to protect themselves and their team members from noise.

10. PIT REGULATIONS:

10.1. 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 either under the age of 16 or with mobility problems will be admitted into the pit lane, unless involved as a competitor. No smoking or use of e-cigarettes and vapour devices is permitted in the pits or on the grid at any time.

10.2. 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 such as motorcycles, quad-bikes or bicycles may not be driven or ridden along the pit road at any time during the meeting except during the process of delivery or collection of team equipment from the pit lane and then only when following the instructions of officials.

11. TRACK REGULATIONS:

11.1. TRACK LIMITS:

Cars crossing the delineation of the edge of the track, touching corner markers or otherwise driving in a manner that may be considered to be either (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, may be shown the black & white diagonal flag to advise them that their driving is being observed. Those guilty of offending may suffer the loss of lap times during qualifying, may be given a time or other penalty during racing or be shown the black flag in accordance with Motorsport UK Regulations. Any such action does not preclude further penalties being applied.

11.2. SIGNALS:

Competitors are always reminded that they must comply with NCR Ch.12 App.8 Art.1 (12.8.1), regarding signals given by any flag, board, or lights. Failure to comply may result in action being taken and appropriate penalties being applied.

11.3. CONTACT:

Competitors are reminded that any contact between competing cars is not only strictly forbidden but is also extremely dangerous. Any driver found to be guilty of causing contact, whether inadvertently or not, is reminded that the penalties laid down in Motorsport UK Regulations will be applied.

11.4. 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 and must respect the black and orange flag by immediately stopping in the pit lane. Drivers will not be allowed to re-join the event until the spillage is investigated by a Scrutineer and any problem rectified to the Scrutineers satisfaction. Should a driver concerned ignore the black and orange flag they will be shown the black flag, the offending driver and their vehicle may be disqualified from the remainder of the meeting and the competitor concerned may be liable for the costs of any subsequent track repairs which arise.



11.5. RECOVERY

If any Driver experiences a serious mechanical problem at any stage, they must leave the track as soon as it is safe to do so and park in a position of relative safety. The car must be left in neutral and any removable steering wheel must be reattached before the Driver gets behind the protective safety barriers. Unless the Driver is required to leave the scene by the medical team, the Driver should stay with the car to assist recovery crews with the task of bringing the car back to the pits at the end of the session.

12. ASSEMBLY PRIOR TO PRACTICE OR RACING:

Vehicles and drivers must be ready in the assembly area or pits no 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 will be called forward earlier than scheduled.

13. RACE PROCEDURES:

13.1. TYRES:

In accordance with Motorsport UK Regulations, 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) with the permission of a Scrutineer 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. GREEN FLAG LAP:

Any driver unable to start the green flag lap must indicate their situation as per NCR Ch.12 App.6 Art.6.11 (12.6.6.11). Any competitor unable to maintain grid positions on the green flag lap to the extent that all other cars (except for 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 races, a safety car may 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 NCR Ch.12 App.8 Art.2 (12.8.2) and Championship Regulations.

15. RACE STOPPAGES:

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

16. PARC FERMÉ:

At the end of every practice session, qualifying session or race, all competing vehicles must be taken to the designated Parc Fermé area unless given special dispensation by the Eligibility Scrutineer not to do so. Any competitor who decides not to complete a session must still take their vehicle to the designated Parc Fermé area and may not return directly to the paddock or pits. All vehicles are under Parc Fermé conditions from the showing of the flag to conclude a session until they are released from Parc Fermé by an authorised official of the meeting. Admission to the Parc Fermé area is only allowed for the competing vehicle, its driver(s) and officials. No other person may enter the area unless invited to do so by the Eligibility Scrutineer.

Failure to take a vehicle to the Parc Fermé area, breaches of the Parc Fermé conditions or non-authorised persons being found within the area may result in disqualification from the meeting.

17. JUDGES OF FACT:

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



- a) **Start and Finish Judges:** 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.
- b) **Chief Timekeeper:** Declare the laps covered in the time and the order in which the cars cross the timing line throughout the competition.
- c) **Chief Scrutineer, Eligibility Scrutineers and Members of the Technical Commission:** Declare any infringements of vehicle eligibility.
- d) **Pit-Lane Speed Judges:** Declare any infringement of pit lane speed limits set by the Regulations.
- e) **Track Limit Judges:** Report any vehicle for running beyond the limits of the track.

18. **MOTORSPORT UK 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 the Motorsport UK Regulations Yearbook 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 sign-on, any briefing called or any hearing with the Clerk of the Course or Stewards.

You are also reminded that 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 publication of provisional results, failure to do so may result in a hearing taking place in the absence of the Competitor concerned.

19. **FITNESS TO COMPETE:**

Anyone considered unfit to drive will be prevented from doing so. This refers to those who are unfit through the consumption of alcohol or drugs but also refers to those who have been involved in an incident and may be considered to have a concussion. The BARC reserves the right to conduct any appropriate tests at any time during a meeting to establish a competitor's fitness to compete, failure to undertake the test will render the competitor liable to disqualification and referral to Motorsport UK.

20. **PRESENTATION OF AWARDS:**

Except where Championship Regulations call for different procedures, in a single 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 a possible interview by commentators. Cars stopped in the pit lane are still under Parc Fermé conditions and must be taken straight to the Parc Fermé area at the end of the presentations.

21. **PRIZE MONEY:**

In accordance with Motorsport UK regulations and HMRC requirements 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.

22. **PERSONAL ACCIDENT INSURANCE:**

Since the 1989 revision of the National Health Service rules concerning accident to foreign nationals, all foreign competitors 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 minimum sum of £1,000,000 against the cost of hospitalisation and treatment in the UK in the event of an accident.

23. **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. Specific hospitality suites and/or areas are in existence at most venues subject to availability and any requirements must be reserved via the relevant circuit department and the appropriate fees paid. It is acceptable for teams to offer food and drink to their team personnel within their paddock space.



24. DRONES:

The use of drones for recreational purpose is strictly forbidden at all venues. Use for commercial purposes is only permitted in line with the Motorsport UK policy on their use which makes note of CAA restrictions and approval, insurance requirements and other operational issues. Any commercial use must be agreed in writing with BARC and the circuit owner.

25. SAFEGUARDING:

Everyone involved in motorsport is entitled to do so in a safe and enjoyable environment and the BARC is fully committed to helping everyone accept their responsibility to safeguard children and vulnerable people from harm and abuse. To that end a number of officials within the club are appointed as safeguarding officers and they are available to deal with problems which may arise or are brought to their attention. Issues can be raised by talking to the senior clerk of the course at an event or contacting a safeguarding officer whose details can be found on the BARC website.