



BRITISH AUTOMOBILE RACING CLUB

GENERAL STANDING REGULATIONS

ISSUED February 2018

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 and Final Instruction 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 "paper" 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 contacting the BARC if there are any problems. 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, except for guide dogs, etc. 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 for further action.

3 PADDOCK REGULATIONS – GENERAL

The paddock is only for competition vehicles and their transport, private vehicles are not admitted. Final Instructions gives information regarding paddock access as there may be limitations on access for various reasons. Park neatly taking only the minimum space required showing consideration for others, parking 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 or any Official of the Meeting. Failure to comply with instructions to move or remove a vehicle from the paddock may result in exclusion from 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 Final Instruction. Please ensure that all designated fire lanes are kept clear at all times.

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 to be ignoring this instruction may be excluded from the meeting and additionally the Circuit Operators may also take whatever action they deem necessary to recover damages and/or costs involved.

3.3 PADDOCK REGULATIONS – 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, 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 MSA 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.

3.4 PADDOCK REGULATIONS – 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, work 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.

4 STAYING ON-SITE OVERNIGHT

While individual venues may 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 barbecue 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. Anyone considered unfit to drive will be prevented from doing so.

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 matter 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 television company.

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 Final Instructions. All Race Licences and mandatory Club Membership cards must be produced upon demand at signing on, for inspection. All competition vehicles and competitors 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.

6.1 COMPETITION LICENCE UPGRADES

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 within the postal system.

6.2 NUMBERS AND DECALS

Adhesive black competition numbers and white backgrounds will be on sale at signing on. 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 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 MSA 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 Inflammable" 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

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 meeting Supplementary Regulations and there is additional information in article 4 above.

9.1 VEHICLE SILENCING

All vehicles must comply with current MSA Silencing (Sound Control) Regulations. Sound testing will be undertaken by MSA 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 – 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 serious 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.

10.1 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 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 following the instructions of officials.

11 TRACK REGULATIONS – 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 drive through penalty during racing or be shown the black flag in accordance MSA Regulations. Any such action does not preclude further penalties being applied.

11.1 TRACK REGULATIONS – SIGNALS

Competitors are reminded that at all times they must comply with MSA Regulations Q15, regarding signals given by flag, board or lights. Failure to comply may result in action being taken and appropriate penalties being applied

11.2 TRACK REGULATIONS – 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 MSA Regulations will 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 and must respect the black and orange flag by immediately stopping in the pit lane. Drivers will not be allowed to rejoin 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 his vehicle may be excluded from the remainder of the meeting and the competitor concerned may be liable for the costs of any subsequent track repairs which arise.

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 will 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 then either:

- a) The countdown procedures will begin with boards and audible signals. After these signals the green flag will be shown and cars will complete one further lap maintaining grid formation, unless Championship Regulations specify to the contrary or
- b) If more than 90% of the lap has been completed once cars are in position the five second board will be shown and the race started. For races started in this format drivers will be informed of the procedure.

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, usually by the red lights being extinguished. Where the grid is in two parts the first part will start on the light signal and the second part will be started when the Union Flag is dropped after an appropriate time delay.

The procedure for races with a rolling start will be detailed in Championship Regulations but usually cars will form into grid positions during the green flag lap and prior to the lead car pulling off with the pole driver maintaining a constant pace until the red lights are extinguished to indicate the start of the race.

Any competitor indulging in excessive weaving, practice starts or falling back in order to accelerate sharply, during the assembly lap or green flag lap, will be liable to penalties as detailed in MSA Regulations.

13.1 RACE START – TYRES

In accordance with MSA 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 RACE START – GREEN FLAG LAP

Any driver unable to start the green flag lap must indicate their situation as per MSA Regulation Q12.13. 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 MSA and 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 further restart at the end of the day if time permits.

16 PARC FERME

At the end of every practice session, qualifying session or race all competing vehicles must be taken to the venues designated Parc Fermé area unless given special dispensation by the Championship 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. 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 Championship 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 exclusion 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:

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 in the time and the order in which the cars cross the timing line throughout the competition.

Chief Scrutineer, Eligibility Scrutineers 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 the Regulations.

Track Limit judges to report any vehicle for running beyond the limits of the track.

18 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 the MSA Regulations (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 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 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 a possible interview by commentators.

20 PRIZE MONEY

It is a regulation of the MSA in accordance with HMRC requirements (Inland Revenue) 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.

21 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 minimum sum of £1,000,000 against the cost of hospitalisation and treatment in the UK in the event of an accident.

22 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.

23 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 MSA policy on their use which makes note of CAA restrictions and approval, insurance requirements and other operational issues.

24 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.