

Specific Regulations for Circuit Racing (Q)



Specific Regulations for Circuit Racing

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Organisers' Regulations

Organisers of any Race Meeting must comply with the Common Regulations for Organisers (Section D) and the following:

General

1.1. A permit for the organisation of a race meeting, championship or series is issued at the sole discretion of the MSA and on the condition that:

1.1.1. A valid Track Licence exists for the circuit and its conditions are fulfilled (E.1).

1.1.2. The organisation of an event shall not be announced or advertised until the issue of a Track Licence has been agreed by the MSA.

1.1.3. No paying public spectators are allowed to be present if the organising club has not organised a race meeting within the preceding three years. In certain circumstances the MSA may waive this requirement.

1.1.4. The appropriate local hospital authorities have been notified as to the time and date of the event, including practising.

1.1.5. MSA Timekeepers, Handicapper (if appropriate) and Scrutineers, appropriate to the grade of event, have been appointed.

1.1.6. Dual status Permits may be issued where one or more of the supporting races at a major meeting are to be open to holders of a lower grade of licence.

1.2. A Permit will not be issued for Car race meetings of International status, unless the Club possesses a fulltime Secretariat capable of taking full responsibility for the meeting. Additionally, the application must be specifically approved by the MSA prior to submission to the FIA.

1.3. Unless authorisation has been granted by the MSA there shall be no race (or practice for a race) which combines cars with exposed wheels with closed cars (i.e. saloons etc.). This regulation shall not apply to any race cars of periods A to D or to races for cars of periods E and F providing that such a race does not include any single seat, open wheeled car with a height of less than 33in.

1.4. In wet conditions every effort should be made to clear any accumulations of water from the track even if this means delaying the start. Further, drivers must be permitted to complete at least one familiarisation lap prior to the race if conditions have changed from dry to wet since practice (12.9.8).

1.5. It is strongly recommended that land-owners or developers discuss their outline plans for any new racing circuit with the MSA before any construction begins. This is to ensure compliance with MSA and governmental safety standards, and race organising facilities which the MSA may require under the General Regulations.

The Clerk of the Course

2.1. The maximum number of Clerks of the Course at any race meeting shall be two (except at International Meetings). One Clerk of the Course must be nominated as Senior Clerk of the Course responsible for the overall control of the Meeting. The maximum number of Deputy/Assistant Clerks of the Course for any race shall be two (except at International Meetings) or where a Championship/Series permanent Clerk of the Course is appointed who shall not be included in the above numbers.

Clerk of the Course Licence

2.2. In the case of all Race events, the Clerk of the Course must hold a CoFC licence issued by the MSA and valid for that grade of meeting.

2.2.1. For details of Retention and Upgrading, see Section G.

Championships

3.1. Please refer to Section W – Championships.

3.2. Series. A series of individual events organised to a common set of Sporting and/or Technical Regulations, with no accumulative winner, must register with the MSA on the prescribed form which will include: (a) title (b) vehicle and (c) minimum licence status. A registration fee will be levied. The Registration will be accepted by the issue of a Series Registration document.

3.3. It is the Organising Permit holders responsibility to ensure that any Event possesses either a Championship Permit or a Series Registration document, as appropriate.

3.4. Junior Car Racing

3.4.1. The MSA may authorise a maximum of four Junior Car Racing Championships annually, each of which must be endorsed and submitted for approval by an MSA recognised club. The MSA shall however have the right to exceed the above maximum number in circumstances which the MSA considers in its sole discretion to be appropriate or where the FIA has given approval.

3.4.1.2. The MSA will licence Junior Car Racing Championship Organising Clubs and such licences will remain valid for 3 years, when prospective Organisers may again apply for a licence.

3.4.2. Any new manufacturer backed Junior Car Racing Championship must have guaranteed manufacturer support for a minimum of three years. The promoting Club must lodge with the MSA a commitment fee or must issue MSA with formal confirmation that they themselves hold a commitment fee in this respect. In the event that the commitment fee is held by the MSA it will be forfeit if the Championship fails to take place, or ceases prematurely during its first three years.

3.4.2.1. Providing that the Championship has run as specified during its first three years, the fee will then be returned, without interest, to the Club. In the event that the Club has lodged formal confirmation with the MSA that they hold the commitment fee and the Championship fails to take place, or ceases prematurely during its first three years the Club will take responsibility for any commercial liabilities of the Championship.

3.4.3. Each Junior Car Racing Championship should achieve an average of 12 starters during any one year in order to retain Championship status.

3.4.4. A Junior Car Racing Championship will be permitted to accept registrations from Drivers who have achieved their 14th birthday who will be permitted to continue until 31st December of the year of their 17th birthday.

3.4.5. H8.2.1. applies and competitors must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing.

3.4.5.1. The Competition Licence application must be endorsed and submitted to the MSA by one of the Junior Race Championship Organising Clubs.

3.4.5.2. This Licence will state 'Junior Race Formulae Only' and will be held by the Junior Car Racing Championship Organising Club.

3.4.6. The Junior Driver will be permitted to participate in those Championships authorised by the MSA and

the licence holding Junior Race Championship Organiser will be authorised to copy the held licence and pass to the fellow Junior Racing Championship organiser(s), if required. H22.1.2 to H22.1.4. will be waived in this respect.

3.4.7. Only the MSA is permitted to authorise a Junior Driver to participate in the Motor Sport Ireland Junior Car Racing Championship, any issued licence will be retained by the MSA in this regard.

3.4.8. The MSA Junior Car Racing licence is not valid for any other event or discipline.

3.4.9. Once a Junior competitor reaches 16 years of age he/she is eligible to be issued a Race National 'B' licence. Upon issue of a Race National 'B' licence (unrestricted) and competition within Car Racing events the Driver will no longer be eligible to again be issued the Race National 'B' (Junior Formulae) licence nor to compete within the Junior Racing Formulae.

3.5. A Single Seater Championship may make application to the MSA to accept registrations from Drivers who have achieved their 15th birthday subject to the Driver being the current holder of an International 'C' Kart licence, as a minimum, and that the eligible vehicles:

- (a) have a Weight/Power ratio greater than 3 kg/hp, and
- (b) meet the current FIA Formula 3 (Article 275) or FIA Formula 4 (Article 274) crash test and safety requirements.

3.5.1. Competitors must satisfactorily complete the extended ARDS course specifically designed for Junior Car Racing.

3.5.2. The Competition Licence application must be endorsed and submitted to the MSA by the Championship Organising Club.

3.5.3. This Licence will be restricted to the permitted Championship and will be held by the Championship Organising Club.

3.5.3.1. This licence is not valid for any other event or discipline.

3.5.4. Once the driver reaches 16 years of age he is eligible to be issued an unrestricted Race National 'B' licence.

Racing/Practice Restrictions

4.1. No racing or practice may take place until:

4.1.1. The Chief Medical Officer has reported to the Senior Clerk of the Course that the necessary doctors/paramedics mobile ambulance vehicles and first aid personnel are present and have been briefed. If no ambulance or suitable substitute vehicle is available at the event, the competition or practice must be suspended (Section F).

Note: Throughout these sections an asterisk(*) indicates a requirement for additional information to be printed in the Supplementary Regulations (SRs).

Text shown in Italics indicate a Regulation which may be amended in the SRs.

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4.1.2. Breakdown vehicles are present in sufficient number to cope with any incidents which may be expected having regard to the type of course and number of competitors.

4.1.3. The Clerk of the Course has reported to the Stewards of the Meeting that the conditions of the Permit and Track Licence are fulfilled. Before making such a report the Clerk of the Course, or a Deputy appointed by him specifically for such purpose, shall inspect the course and its installations.

4.1.4. The Stewards of the Meeting have seen the Fire Equipment Certificate referred to in E.7.

4.1.5. The Clerk of the Course is satisfied that the licensed Rescue Vehicle(s) are positioned in accordance with the Track Licence.

4.2. The Clerk of the Course shall have a list compiled of drivers who require signatures on their Race Licence Upgrade Card (G.3.1.1, G.5.2.19, H.26.1.2).

4.2.1. The Clerk of the Course, or his nominee, should specifically brief any driver who has not raced at that circuit in a car, on that current track configuration, prior to the driver going out to practice (8.1.11).

4.3. Marshals (G.12) shall patrol between the course and all unfenced enclosures. Those stationed outside the pits, paddock or enclosures should be warned to remain behind protective barriers, in the event of an impending incident. Officials should be briefed on their duties and wear no clothing whose colour might be confused with flag colours.

4.4. During practice and the race, no Team personnel shall be allowed on the track, except that whilst a car is at its designated pit, team personnel in accordance with 13.1.5 may work on the car. Should there be an approved signalling area, one timekeeper and one signaller for each car may be in this area.

Practice (G.5.2.9)

4.5. Every driver, including drivers of vehicles which are to give performance demonstrations, must be given the opportunity of practising in conditions similar to those to be expected in the competition, and any driver who has not previously raced over the course in its current layout, within the preceding twelve months, must complete at least three practice laps in the car to be raced by him during which he shall satisfy the Clerk of the Course as to his competence. Drivers must be given at least the following opportunity for practising:

4.5.1. Organisers will provide a period sufficient to allow at least six laps of practice in the prevailing conditions. It is recommended a period of 10 minutes if the track is less than one mile in length; 15 minutes for a track between 1 mile and 2.5 miles; and 20 minutes for tracks over 2.5 miles, subject to a minimum of three laps (4.5).

4.5.2. Organisers will provide a separate practice session for each race. Cars practising entirely out of session will be placed at the back of the grid, without the addition of a time delay, except where grid positions have been made in accordance with 12.9.1(b), (c), (d), (e) or (f). If more than one driver is subject to this rule then starting positions shall be determined by the Clerk of the Course. Qualified reserves shall however enjoy precedence over competitors practising entirely out of session.

4.5.3. Drivers whose best lap time exceeds by more than 10% that of the third fastest car within its class (where similar weather conditions prevailed), may be excluded at the discretion of the Clerk of the Course.

4.5.4. During practising the number of vehicles on the course shall not exceed the number permitted in a race by more than 20% unless the Track Licence specifies otherwise (E.2.2.1).

4.5.5. The course or its features or markings may only be changed between the last practising period and the event itself in exceptional circumstances. Consideration may be given by the Clerk of the Course in consultation with the Stewards of the Meeting to arranging an additional scheduled practice.

Starting Positions (12)

4.6. Each vehicle shall have an allotted position at the start in accordance with 12.9.1.

4.6.1. For handicap races the handicap shall be so arranged by the allocation of credit laps that all cars will have left the starting area before the limit car has completed its first lap. Cars due to start at different times should not be placed in the same row on the starting grid.

4.6.2. Qualified reserves shall enjoy precedence over an accepted competitor whose practice times have been disallowed for whatever reason (C.3.3).

Incidents

4.7. The Clerk of the Course shall ensure that after every accident or incident involving a competing vehicle or vehicles:

4.7.1. The Chief Scrutineer and MSA Steward of the Meeting receive a report without delay.

4.7.2. That any vehicle and driver involved is not allowed to continue in practice or the competition nor may leave the venue, without approval of the Chief Scrutineer or Chief Medical Officer, as appropriate. Details of any injury to the driver must be inscribed on the Competitor's Licence/Medical Certificate.

4.7.3. No vehicle, other than a competing car, shall be taken on to the course during a competition except to deal with a grave emergency, and then only as instructed by the Clerk of the Course, who must be satisfied that the driver of such a vehicle knows the Rule of the Road in operation and that flag marshals will warn competing drivers (4.8.1).

4.7.4. At the conclusion of each race each Observer shall report any incidents in writing to the Clerk of the Course. Observers will also pay attention to driving standards especially in respect of drivers applying for an upgrading signature.

These reports shall be made available to the MSA Steward of the Meeting if required.

4.7.5. Following any incident involving injury, serious damage, Judicial proceedings, and when otherwise appropriate, the Owner and/or Operator of a Venue having video facilities shall:

- (i) Retain any video recording relating to the incident for at least 21 days after the incident,
- (ii) Upon a written request by the MSA being made within the period of 21 days, provide to the MSA any video recording, make a copy of the video

recording requested and provide to the MSA the original of the video recording requested,

- (iii) Keep the copy of the video recording requested by the MSA until notified in writing by the MSA that the keeping of the copy is no longer required.

4.7.6. At Race Circuits where the use of specialist “snatch” vehicles is licensed such vehicles should be operated under the protection of yellow flags or by neutralisation of the race in accordance with the relevant guidelines published by the MSA.

4.7.7. At Race Circuits not licensed for the use of “snatch” vehicles the recovery of a vehicle creating an obstruction or hazard can only be carried out once the race has been neutralised unless recovery is executed manually.

Driving Standards Observers (G.11.3)

4.8. In consultation with the Clerk of the Course, Driving Standards Observers may position themselves at any point and may operate and report on a random basis as considered appropriate.

4.8.1. The Driving Standards Observers must make themselves known to the Senior Observer on duty at adjoining posts in their vicinity.

4.8.2. Driving Standards Observers will ensure that their watches are synchronised with Official Timekeepers time, and any written report submitted should clearly state the Official time that any alleged infringement of driving standards occurred.

4.8.3. The Driving Standards Observer is responsible for the reports of driving standards as outlined in 19.3, but should not personally become involved in dealing with any actual incidents.

Parade, Lead and Safety Cars (G.5.2.17)

4.9.1. A Safety Car may be used to control or neutralise a race in the event of an incident or a situation in which marshals or competitors are being subjected to such potential danger that the yellow flag is not sufficient protection, providing its use is detailed in SRs, or the Championship Regulations, and in accordance with Appendix 2. The Safety Car will also be used whilst a snatch is in operation at those venues not licensed for snatch operations.

4.9.1.1. When selecting a vehicle for use as a Safety Car consideration should be given to the vehicles suitability, and type of vehicles within the race (Convertible vehicles are not deemed suitable).

4.9.1.2. The Safety Car should be marked “Safety Car” in black letters on a white background (in letters of a similar dimension to those used for race numbers) on both sides of the vehicle and in letters as large and as clear as is practicable on the rear of the vehicle in such a way that the purpose of the Safety Car is clear and unambiguous.

4.9.1.3. The Safety Car must be equipped with a minimum of two yellow/amber flashing lights securely situated on the roof of the vehicle. The vehicle must be equipped with safety belts.

4.9.1.4. It is recommended that Safety Cars be equipped with rollover protection and have fitted a 2.5kg fire extinguisher to be at the disposal of the driver or observer, for hand use.

4.9.1.5. It is recommended that Safety Cars have the decals removed or covered when on the public highway, and are driven in such a manner as not to bring the sport into disrepute.

4.9.1.6. The driver and observer must sign on as officials of the meeting.

4.9.1.7. No other personnel may be carried aboard the vehicle.

4.9.1.8. Helmets must be worn, but they must not impede communications between the observer and the driver or race control, (full-face helmets may require intercoms).

4.9.1.9. Both the driver and observer must have arms and legs covered with suitable clothing (fire retardant overalls are strongly recommended).

4.9.1.10. Safety belts as fitted to the vehicle must be worn.

4.9.2. A Lead Car may be used to control the formation lap prior to a rolling start (12.1(b)). A Lead Car will not be used to neutralise a race.

4.9.2.1. The Lead Car should be marked “LEAD CAR” in black letters on a white background (in letters of a similar dimension to those used for race numbers) on both sides of the vehicle and in letters as large and as clear as is practicable on the rear of the vehicle in such a way that the purpose of the Lead Car is clear and unambiguous. Safety Cars may also act as Lead Cars.

4.9.2.2. The Lead Car must be equipped with a minimum of two yellow flashing lights situated on the roof of the vehicle.

4.9.2.3. The Lead Car must be driven as required by G5.2.17, and crewed with an official acting as an observer who is capable of recognising all the competing cars and who is in permanent radio contact with Race Control.

4.9.2.4. Both the driver and the observer must have signed on as Officials of the Meeting.

4.9.2.5. Helmets must be worn, but they must not impede communications between the observer and the driver or race control, (full-face helmets may require intercoms).

4.9.2.6. It is recommended that Lead Cars have the decals removed when on the public highway and are driven in such a manner as not to bring the sport into disrepute.

4.9.3. A Parade Car may be used to control the formation lap prior to a standing start (12.1(a)).

4.9.3.1. A Parade Car is deemed to be a vehicle used only to lead the competing cars on their green flag/formation lap, when the start is to be a conventional standing start from the grid, and which will not be used to neutralise a race. Lead Cars and Safety Cars may also act as Parade Cars.

4.9.3.2. The Parade Car must have at least one yellow flashing light situated on the roof of the vehicle.

4.9.3.3. The Parade Car must be driven as required by G5.2.17, and crewed with an official acting as an observer who is capable of recognising all the competing cars and who is in permanent radio contact with Race Control. Both the driver and the observer must have signed on as Officials of the Meeting.

4.9.3.4. It is recommended that Parade Cars have the decals removed or covered when on the public highway and are driven in such a manner as not to bring the sport into disrepute.

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Flag Signals

5.1. Flag signals shall be in accordance with the following (15).

5.1.1. Each Flag Marshalling Post shall be provided with a Hazard Area Board (not applicable at Kart Circuits) and the following flags: Yellow, Yellow and Red, Green, Blue, Red, White and Purple (if required), and shall be staffed by marshals who are competent in their use. The Clerk of the Course shall be provided with, or have under his direct control, a Red flag, a Black flag, a Black and White flag split diagonally, and a Black flag with an Orange disc, together with means for clearly displaying a competing car's number should it be necessary. The National flag and a Black and White chequered flag shall be available at the start and finish line or lines for appropriate use.

5.1.2. All marshals' posts shall show a Green flag during the first lap of each practice session, and during each formation lap.

5.2. The minimum size for any flag or appropriately coloured signal panel (15.1) (other than the Starter's flag) is 75cm x 60cm (N.B. International Regulations require the Red flag to be 80cmx100cm minimum).

5.3. Once the Black and White chequered flag has been displayed the event is over, and may not be restarted.

5.4. Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts (6.2.6 applies).

5.4.1. Any race stopped before the leader has completed two laps will be declared a "No Contest" and available cars will restart from their original grid positions.

5.4.2. Any race stopped after the leader has completed more than two laps but less than 75% of its duration will be considered as the first part of a two part race. Cars will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

The result will list all competitors who took the start in the race even if they did not take part in the restarted race and will use the first part for purposes of establishing lap records and point scoring where applicable. Any issues for any class in a Championship will be determined from the initial grid not the grid for the restarted race.

5.4.3. Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only cars which are under their own power at the showing of the Red Flag will be classified. If run as a two part race 5.4.2 will apply.

5.5. In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may join from the pit road after all the other cars have started. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

5.6. If during any race no car crosses the start/finish line under its own power during a period of five minutes the end of race signal shall be displayed and the results announced on the relative positions of cars at the time they last crossed the control line under their own power.

Truck Racing

6. Specific regulations are available for Truck Racing. For further details contact the MSA.

6.1. Unless the nominated Clerk of the Course is a Licensed International 'A' CoFC, the nomination must be approved by the MSA.

Endurance Racing

* These are maximum figures that may be reduced in the SR's.

6.2. Endurance Race. A Race scheduled to have a minimum of 90 minutes duration, with refuelling permitted and/or Driver stops and/or Driver changes, as an integral part of the race.

6.2.1. Endurance Races should be started by Rolling Start, unless otherwise stated in SR's.

6.2.2. There is no restriction on the maximum number of drivers for each vehicle.

6.2.2.1. *A driver may not drive for more than 3 hours in any 5-hour period.

6.2.2.2. For races over 6 hours any one driver must not exceed 60% of the scheduled race.

6.2.3. A driver may drive a maximum of 2 cars during the event provided that he is properly entered and qualified in each car.

6.2.4. Whilst in the pit lane:

6.2.4.1.

- (i) *there must be a maximum pit lane speed limit of 60kph
- (ii) it is recommended that all personnel wear a high visibility jacket/vest approved by the organisers
- (iii) *there must be no more than 3 people on the pit wall, per car
- (iv) *there must be no more than 4 people working on the car at any one time
- (v) all equipment and personnel must be in the pit garage when the relevant car is not making a pit stop, with the exception of pit signallers. Where there are no garages arrangements must be approved in advance with MSA.
- (vi) no work may take place on the car during refuelling and the engine must be switched off.
- (vii) it is the responsibility of the Entrant to release his

car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over those leaving the working area.

6.2.5. A second race, of the same status, may run concurrently but only from a single start up to the maximum number permitted by the Track Licence.

6.2.5.1. At the end of the specified duration of the shorter race all competitors will be signalled, by the display of a white board measuring at least 80cm x 60cm with a chequered border and bearing the legend 'Race Part One End'. Upon display of this signal the shorter race competitors must safely enter the pit lane, ensuring that they do not impede those cars which are continuing to race for the longer period. The timing of cars in the shorter race will conclude when the final competitor, in this shorter race, passes the board on the finish line.

6.2.5.2. There must be a minimum of 30 minutes between the end of each race.

6.2.5.3. No vehicle is eligible to compete in both races, however a driver may do so.

6.2.5.4. A drivers briefing for all competitors is mandatory and the board to be used (as specified in 6.2.5.1) must be shown to all competitors during the briefing.

6.2.6. All starters in an Endurance race will be classified in the results according to the number of completed laps.

Medical Arrangements, Emergency Rescue Vehicles and Equipment (Section F)

7.1. At all permanent circuits there shall be a medical centre equipped in accordance with Section F.

7.2. The appropriate number of Doctors and Ambulances, as specified on the Track Licence, must be present throughout practice and racing.

7.3. Providing that the basic minimum of one doctor for practice and two doctors for racing is complied with, the remaining posts may be filled with MSA registered paramedics (F.7.3, F.7.4) at the sole discretion of the Chief Medical Officer.

7.4. At all race meetings, at least one licensed Rescue Vehicle and crew should be in attendance.

Competitors' Regulations

Signing-on and Scrutiny

***8.1.** Competitors and Vehicles must be presented for scrutiny and practice at times specified in the SRs. Any Scrutineering Ticket relating to a previous meeting must be removed before presentation of the vehicle for scrutineering. Homologation papers must be presented when appropriate.

8.1.1. Any competitor not reporting as instructed, may be fined or excluded.

8.1.2. Cars competing in Race Meetings must comply with 19 and Section J, and any appropriate Approved Formula Regulations.

8.1.3. In conjunction with signing-on the following items must be produced for approval:

- (a) Racing Competition Licence/Medical Certificate for Driver.
- (b) International Medical Aptitude Certificate (if applicable).
- (c) Entrants Competition Licence (if applicable).

8.1.4. No car may be driven in the event until it has been approved by a MSA Scrutineer of the Meeting for safety and eligibility.

8.1.5. If, after approval for an event, any vehicle is dismantled or modified in a manner which may affect its safety or eligibility, or is involved in any accident which is likely to have a similar effect or is driven in practice or competition at another event it shall be represented for approval.

8.1.6. The entrant shall be responsible for seeking such fresh approval.

8.1.7. In the event of an accident or collision occurring during a race or practice the vehicle or vehicles involved may be required to halt for examination.

8.1.8. Any vehicle involved in an incident which is rendered unable to proceed, or where any person is injured must not be touched by any person other than officials, without the specific approval of the Clerk of the Course. Furthermore, the driver concerned may not race again without the approval of the Medical Officer in Charge.

8.1.9. No vehicle involved in an accident may be taken away from the circuit without the prior authority of the Clerk of the Course.

8.1.10.

- (a) Cars will be Permitted to carry radio transmitters or receivers, for which Ofcom licences will be checked at scrutineering, in the following races only:
 - (i) International non-Historic status races
 - (ii) Those taking place on a high speed oval circuit where regulations Permit the use of spotters
 - (iii) Races which involve a Driver change
 - (iv) Where the Competitor has a non-transmitting radio receiver tuned to the frequency of a single transmitting device, which is under the direct and sole control of the Clerk of the Course. The system is to be used solely for providing competitors with instructions or warnings issued by the Clerk of the Course.
- (b) No signal of any kind may pass between a moving car and anyone connected with the car's Entrant, Team or Driver save for the following:
 - (i) Legible messages on a Pit Board
 - (ii) Body movement by the Driver
 - (iii) Verbal communication between a Driver and his Team by means of radio using an approved frequency subject to 8.1.10(a)
 - (iv) Lap trigger signals from the Pits to the car. Lap marker transmitters shall be battery powered and once operating must be free standing (not attached to any other pit equipment by means of wires or optical fibres) and incapable of receiving external

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information. Such lap triggers shall use a transmitter operating with a carrier frequency above 10Ghz (radio or optical) and a beam half angle of no more than 36° when measured at the 3dB point, and shall not be used for the transmission of any data from the pit to the car other than the lap mark. Lap mark data must be transmitted repeatedly and must be demonstrably consistent

- (v) A single burst of timing data from the car to the Pits as the car passes the receiver. All timing beacons and receivers must be a minimum of 10m from any official timing beam.

8.1.11. Any driver who has not raced at that circuit before, must report to the Clerk of the Course, or his nominee, prior to practising.

Licences

9. See Section H.8 and H.14.1.1.

9.1. Other than the provision of 3.4.4. and 3.5. a driver must have achieved his 16th birthday to participate in Car Racing.

9.1.1. Any Driver competing in a Single Seat Racing Car, 0.5bhp/kg or greater (excluding driver weight), must be the holder of a Race National 'A' licence, as a minimum, with the exception of a Championship which has been authorised by MSA to set an alternative qualification.

9.1.2. Any Driver competing in a vehicle of 0.34bhp/kg or higher (excluding driver weight) and measured at the driven wheels, with the exception of single seaters as detailed in 9.1.1 above, must be the holder of a Race National 'A' licence, as a minimum.

Drivers

10. A driver shall throughout the competition:

10.1. Wear properly fastened and positioned:

- (a) A crash helmet to a standard specified in the current Regulations and bearing an MSA approval sticker, which fits properly and is in a serviceable condition (see K.10).
- (b) Goggles or visor of splinter-proof material (unless in a closed car with a full-size windscreen in use), sufficient to protect his eyes.
- (c) Flame Resistant Overalls which shall cover arms, legs and the torso up to the neck. The use of flame resistant balaclava, socks, and underwear is strongly recommended (see K9). Flame resistant gloves and shoes are mandatory.
- (d) For events outside the UK the minimum standards would normally be FIA specification personal protection equipment.
- (e) An FIA approved FHR device, fitted in accordance with K.10.4, is Mandatory for drivers in Circuit Racing. With the exception of Period Defined Vehicles for which it is recommend.

All items must be produced for inspection and approval at Scrutineering.

10.2. Refrain from smoking.

10.3. See H.10.2(d).

10.4. Be the only person in the car.

10.5. Drive only one car, with the exception of the provision detailed within 6.2.3. Not more than one

driver may drive the same car in any one race, unless the SRs specify otherwise.

Competition Numbers and Identification (J.4.1.8, J.4.1)

11.1. Vehicles will be identified by means of a competition number allocated by the organisers and displayed as specified in J.4.1.

11.1.1. The numbers shall be in position before the vehicle is presented for scrutiny and will be subject to approval as to position, legibility and size. Modifications may be required as a result of observations during practice.

11.1.2. Competition numbers must be covered at all times when driving on the public highway.

11.2. The Chief Timekeeper may decline to record the performance of any vehicle whose competition numbers are not readily apparent to the lap recorders.

11.3. On any car driven by a person who has not received six car race signatures on his National 'B' Licence, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide.

11.4. The organisers may, in addition to the number format provided in J4.1, also permit competition numbers to be moved to the rear side windows (above the drivers' name) on the vehicle in which case.

11.4.1. The numbers for each rear side window, shall be:

- (i) a minimum of 200mm high
- (ii) with a stroke width of at least 20mm
- (iii) coloured reflective yellow.

11.4.2. In addition, the windscreen of these cars must display the competition number positioned on the upper area of the passenger's side of the windscreen, as follows:

- (i) the numerals must be at least 150mm high
- (ii) be in the same colour and font as those displayed on the rear side windows
- (iii) be placed no closer than 50mm from the lower edge of the windscreen "sun-strip" and 50mm from the side edge of the windscreen.

Practice, Starting Positions and The Start

***12.1. Starting.** There are two methods of starting. The SRs must state the method to be used:

- (a) **Standing start.** A standing start occurs when the vehicles are stationary on their appropriate grid positions, with engines running, when the starting signal is given. Timing shall commence when the starting signal is given. The starting line is the line in relation to which the position of each vehicle is fixed prior to the start.
- (b) **Rolling start.** A rolling start occurs when the vehicles are moving at the moment the starting signal is given. To achieve a rolling start the competitors may be led by a Pace Car until the starting signal is given. All rolling starts must be in a 2 x 2 or 1 x 1 grid formation. The start line is the line on the crossing of which the timing commences.

Timing

12.2. The completion of the first and subsequent laps shall be timed when each vehicle crosses the control line unless the SRs state otherwise.

12.2.1. At all times throughout the event, competing vehicles shall be fitted with a working timing identification module (i.e. transponder). This must be compliant with the timekeeper's equipment. The module identification number should be submitted to the Event Secretary on the entry form. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the vehicle. Failure of the module may result in the competing vehicle being untimed.

12.3. Where, for whatever reason, timing is carried out manually, the timing of a vehicle crossing a control line shall be taken at the moment when the centre of the leading wheel(s) pass(es) over that line.

False Start

12.4. A false start occurs when a driver under Starter's orders gains an unfair advantage by either:

- (a) being in an incorrect position on the grid, or
- (b) moving forward from his prescribed position, or
- (c) in the case of a rolling start fails to maintain his correct station, or accelerates early or unevenly.

Penalty for a False Start (12.15)

12.5. Unless the Regulations provide for a different penalty the driver concerned shall be penalised by the addition of 10 seconds to the time taken by him to complete the course. This penalty must immediately be notified to all competitors by a signal board, and to his pit or representative. This will not incur penalty points.

'Stop-Go' and 'Drive Through Penalties (C.12.6)

12.6. If the Regulations for an event, or the relevant Championship Regulations, specifically provide for a 'Stop-Go' penalty or a 'Drive Through' penalty, the following procedure will be adopted:

- (a) When the CofC imposes a 'Stop-Go' or 'Drive Through' penalty he will immediately instruct the appropriate official to display the black flag and the competitor's number, together with a board which says 'Stop-Go Penalty' or 'Drive Through Penalty'. The relevant driver may cover no more than three complete laps before entering the pit lane to take the penalty.
- (b) The CofC will advise the Chief Pit Marshal, who in turn will notify the team concerned in writing where possible.
- (c) The relevant driver who receives a 'Stop-Go' penalty must go directly to the designated area, as detailed in the Final Instructions, without stopping elsewhere in the pit lane. He will remain there for the period of the time penalty imposed. After the signal indicating the completion of the time penalty is given, he shall rejoin the race without stopping in the pit lane, which includes the relevant drivers' pit. Whilst a car is stationary in the designated area as a result of incurring a 'Stop-Go' penalty, it may not be worked on. However, if the engine stops, it may be started after the penalty period has elapsed. If the driver is unable to start his car without assistance, other than with the use of external batteries, it must be moved to its pit by its mechanics.

- (d) The relevant driver who receives a 'Drive Through' penalty must enter the pit lane and rejoin the race without stopping.
- (e) At all times the driver will drive in the pit lane in a safe manner, obeying all signals and the speed limit.
- (f) Unless the driver has already entered the pit lane for the purposes of serving the penalty, prior to display of the Safety Car board at the Start/Finish line, the driver may not carry out the penalty until such time as the car subject to penalty passes the Green Flag at the Start/Finish line at the end of the Safety Car deployment. Any laps carried out behind the Safety Car will be added to the three-lap maximum.
- (g) Any breach, or failure to comply with this procedure may result in additional penalties, including exclusion, being imposed, which may incur penalty points.
- (h) Should either a 'Stop-Go' or 'Drive Through' penalty be imposed and notified during the last five laps, or after the end of the race or, depending on the case for duration races during the last 10 minutes, or cannot be imposed for operational reasons, an alternative time penalty of no less than 30 seconds and no more than one minute shall be added to any penalty period and the elapsed time of the car concerned.

12.6.1. The Clerk of the Course and/or the Stewards of the Meeting may disallow a lap time/times for contravention of the Regulations during qualifying.

Starter's Orders

12.7. Any competitor who is on the track at the time of showing the one minute board, or who is allowed to join the race with the permission of the Clerk of the Course is defined as coming under starter's orders, and is therefore deemed to be a starter.

Non Starter

12.8. A non starter is any competitor who does not fulfil the criteria specified in 12.7.

***12.9.** The Supplementary Regulations or Final Instructions will specify:

- (a) the method of determining starting positions,
- (b) the maximum number of starters in each race.

***12.9.1.** Starting positions will be determined by:

- (a) practice times, or
- (b) handicap, or
- (c) finishing order in a preceding race, or
- (d) selection made with the object of placing the fastest driver at the front, or
- (e) current positions in a championship, or
- (f) ballot (method specified in writing in Supplementary Regulations, Final Instructions or by Bulletin).

12.9.2. When starting positions are determined by practice times:

- (a) Only those times established by a driver in the car, correctly numbered, eligible, and which he is driving in the race, will be recorded. (Unless authorised by SRs 'spare' cars are not permitted.)

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- (b) All cars in an event must be given the opportunity to take part in the same practice.
- (c) Any flying lap time recorded in a correct practice session will be taken into account in determining grid positions, even if the remainder of the qualifying laps are completed 'out of session'.

12.9.3. For a scratch race any driver or car which has had all their practice times disallowed but remains eligible to compete will be placed behind the rear line of the normal starting grid and will not start when the normal starting signal is given. Such drivers will be given a starting signal 10 seconds later. This delayed start cannot be applied retrospectively. For the purpose of calculating times or speed the normal starting signal will be used. If more than one driver is subject to this rule then starting positions shall be determined by the Clerk of the Course. For races with a rolling start such competitors will start from the pit road after all the other cars have started.

12.9.4. Within the provisions of 4.5 and 12.9.2 the lowest practice time will be considered the most meritorious and the driver and car concerned given the pole position at the start, with other drivers and cars arranged in order of the times recorded.

12.9.5. When identical times are recorded by more than one driver in the official practice session for that race the driver first setting such a time will receive the better starting position.

12.9.6. Each driver will have the opportunity to practice in accordance with the provisions of 4.5.

12.9.7. Any driver who has not previously raced on the course in its current layout within the preceding twelve months must complete at least three practice laps in the car to be raced by him, during which he shall satisfy the Clerk of the Course as to his competence.

12.9.8. In addition, if the track conditions have changed from dry to wet since practice, drivers will be permitted one reconnaissance lap prior to the race. Drivers will be notified accordingly before they leave the assembly area or pitlane, whichever is applicable (1.4).

12.10. Any handicap will be based on the Handicapper's estimate of the potential performance of the cars entered. Speeds achieved during practice will be used as a guide – unless some other basis is advised in SRs.

12.10.1. A handicap may be modified after initial publication but a finalised list of handicaps should be published at least 30 minutes prior to the start of a race.

12.10.2. In the case of races in which the handicap is wholly or partly based on practice times, a driver who in any lap improves upon his best practice lap time by more than 5% may be excluded by the Clerk of the Course. This penalty may be waived if the Handicapper advises the Clerk of the Course of any extenuating circumstances.

12.11. Starting positions shall be notified at least 30 minutes before the start, except when the finishing order in one event affects the starting positions in a subsequent event scheduled to start less than half an hour later. In such instance the starting positions shall be notified as soon as practicable.

12.11.1. Starting positions will be displayed on the Official Notice Board.

12.11.2. Any appeal concerning starting positions must

be lodged within 30 minutes of their notification. Where the exception given in 12.11 applies, any appeal must be lodged not less than 10 minutes before the subsequent start.

12.11.3. Each car will be allocated its pre-determined position on a starting grid. It will be the responsibility of the driver to place his car in the correct position, unless instructed not to do so by an official specifically appointed to control the start.

12.11.4. 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, obvious damage) or if the Clerk of the Course states that the track is not completely dry. No artificial tyre heating or heat retaining devices may be used during this period.

12.11.5. The pit exit will be closed 30 seconds after the last able car of the assembled cars leaves the exit point on to the circuit, and after this time any cars and drivers exiting the assembly area will be required to start after the last car has passed the pitlane exit at the start of the race. Once the countdown has commenced any car still in the pitlane or assembly area must start at the back of the field at the commencement of the green flag lap or race start, whichever timing is appropriate as deemed by the Clerk of the Course.

12.12. Visual warnings will be displayed as per Supplementary Regulations/Championship Regulations and/or Final Instructions. These visual warnings may be supplemented by sound signals.

12.12.1. If through unforeseen circumstances the formation lap cannot commence at the appointed time after the display of the one-minute signal, drivers will be notified by display or a "Start Delayed" board. Engines may then be stopped but only on the instructions of the Clerk of the Course.

12.12.2. If a "Start Delayed" signal is given, the starting procedure will be recommenced by the display of the one-minute warning, and so on.

12.12.3. For all races with a countdown of three minutes or less, officials and drivers are the only persons allowed on the grid.

12.13. For all starts the driver will be seated in the car and engines will be running.

12.13.1. Unless the SRs specify that engines must be stopped on arrival at the starting grid, no penalty will be applied for failing to stop engines. Engines not already running will be started at the one minute signal, the method of starting being in accordance with the appropriate Technical Regulations.

12.13.2. Any driver in position on the grid but unable to take part in the start shall indicate his predicament by raising an arm vertically. Marshals should warn other drivers by means of a Yellow flag. These cars will be started after the competitors referred to in 13.6.3 have left the grid.

12.14. For all categories of cars that allow slick tyres the start will be preceded by a formation lap. Following the showing of the 30 second signal, the starter will release the cars by displaying a green flag. The cars will keep in grid formation for this lap and the pace will be set by the pole position man. No practice starts may be executed during the course of this lap. At the end of this lap, the cars will return to their grid positions and stop with their engines running, the start should be given not less than four, or more than ten seconds after

all cars are stationary. (A five second board will be used to indicate that the grid is complete and the red light will be switched on approximately 5 seconds after this board is withdrawn *unless Supplementary Regulations/Championship Regulations or Final Instructions state to the contrary.*)

12.14.1. The order to start will be given by signal lights or a starting flag.

12.14.2. A grid may be formed in two parts allowing the first part of the grid to be started in advance of the second. The signal lights, or starting flag, will be used to start the first part and the second part started by use of a starting flag alone. For any circuit up to and including 2 miles in length a time delay of 10 seconds is mandatory to separate the grid. For any circuit over 2 miles in length the time delay, between the two grids, will be no less than 10 seconds and no more than 20 seconds. All competitors must be made aware of this start procedure through Supplementary Regulations (where possible) or Final Instructions, whenever this method of starting is used.

12.14.2.1. Following release of the first part of the grid, should an obstruction for the second race start appear, the race must immediately be red flagged.

12.15. Judges will be appointed to determine false starts.

12.16. If the organisers arrange to display signs to competitors indicating the progress of the race, these signs will show the number of laps remaining, *unless Supplementary Regulations or Final Instructions or an official bulletin from the Clerk of the Course indicates otherwise.*

Pit and Paddock Regulations

13.1. During the event drivers may receive assistance only:

- (a) At the pits, or
- (b) From Officials.

13.1.1. Refuelling and work upon the cars, other than by a driver or officials, may be carried out only at the pits or paddock (E.7.4). *Unless expressly permitted by the Supplementary Regulations* refuelling may not take place during a race.

13.1.2. A driver shall vacate the car and the engine be stopped throughout any refuelling operation. Refuelling within the pit lane may only be carried out using either a churn of no more than 25 litres capacity equipped with a self seal connection and closed loop breathing system or a refuelling rig in compliance with FIA requirements. In addition the entrant shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready. Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pit stop must wear a safety suit in accordance with K9 and fire resistant balaclava and gloves in accordance with FIA regulations.

13.1.3. Not more than five gallons of fuel may be kept in any pit *unless the SRs allow otherwise.* In all cases where an additional quantity of fuel is authorised, the container and the method of delivery to the car must be specified in the SRs.

Storage of fuel is only permitted in containers having a screw or other approved safety cap and complying with the Law and local Fire Regulations.

13.1.4. If any fuel is stored in a pit, the entrant of the car

using that pit shall ensure that an effective fire extinguisher is kept adjacent to such fuel.

***13.1.5.**

- (a) A maximum of one timekeeper and one person detailed by the entrant for the purpose of signalling may be on the pitwall/signalling area at any time *unless the Supplementary Regulations stipulate otherwise.*
- (b) with the exception of (a) above, only the fire cover attendant specified in 13.1.2, the driver and two other persons may be on the course/in the pits in attendance on one car, *unless the Supplementary Regulations or Championship Regulations state otherwise.*

13.2. Any driver intending to leave the course, or to enter the pits, shall signal his intention in good time and shall satisfy himself that it is safe to do so.

13.3. Each driver shall acquaint himself with the regulations of the pit and paddock area relevant to the course on which the competition is held.

Track Regulations

14.1. Except while on the track no competing car shall be driven at a speed exceeding 10mph without the specific permission of the Clerk of the Course.

14.2. The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.

14.2.1. Should a car stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers. If the driver is unable to move the car, marshals may assist. If such assistance results in the driver rejoining the race, this must be done without committing any breach of the regulations and without gaining any advantage.

14.2.2. No vehicle able to proceed under its own power shall be stopped either on the track or the verges of the course but shall proceed to the pits or paddock.

14.3. All races will be run in the direction specified on the track licence.

14.4. A car alone on the track may use the full width of the track. however, as soon as it is caught by a car which is about to lap it the driver must allow the faster driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, flag marshals will display waved blue flags to indicate that the faster driver wants to overtake. Any driver who appears to ignore the blue flags will be reported to the Clerk of Course.

14.4.1. Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended his position off-line should leave at least one cars width between his own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who

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appears guilty of any of the above offences may be reported to the Clerk of Course.

14.4.2. Drivers must use the track at all times and may not leave the track without a justifiable reason. For the avoidance of doubt:

- (a) The white lines defining the track edges are considered to be part of the track.
- (b) A driver will be judged to have left the track if any wheel of the car either goes beyond the outer edge of any kerb or goes beyond the white line where there is no kerb.

14.4.3. Should a car leave the track for any reason and without prejudice of 14.4.4 below the driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

14.4.4. Repetition of serious mistakes or the appearance of a lack of control over the car (such as leaving the track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

14.4.5. It is not permitted to drive any car unnecessarily slowly, erratically or in a manner deemed to be potentially dangerous to other drivers at any time.

14.5. Breaches of 14.4.2 may be reported and/or determined only by:

- (a) A duly appointed Judge of Fact and/or
- (b) Senior officials through the use of suitable equipment under the control of the organisers.

14.5.1. Deleted.

14.6. No competing vehicle shall be driven in the reverse direction of the track except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

Flag Signals (5)

15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4) which may be displayed by an appropriately coloured panel to which the competitor number may be attached:

- (a) Red/Green lights or National flag: Start.
- (b) Blue flag – Stationary: Another competitor is following close behind.
- (c) Blue flag – Waved: Another competitor is trying to overtake.
- (d) White flag: A service car or slow moving car is on the circuit. The white flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.
- (e) Yellow flag –Waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
- (f) Yellow flag – Double Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)
- (g) Yellow flag with Red Stripes – Stationary: Slippery surface ahead.

- (h) Yellow flag with Red Stripes – Waved: Slippery surface imminent.
- (i) Green flag – Waved: All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during each formation lap.
- (j) Red flag: Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.
- (k) Black flag with Orange disc displayed with the competitor's number: Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pit for repairs on the next lap.
- (l) Black and White Rectangular flag split diagonally and displayed with the competitor's number: A warning, to the driver that his behaviour is suspect and that he may be Black-flagged on further reports.
- (m) Black flag displayed with the competitor's number: The driver must stop at his pit on the next lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag.
- (n) Black and White Chequered flag: End of Race or Practice.
- (o) Hazard Area Board: A warning of a hazard that was not present when the practice/race commenced.



(Black on yellow background)

15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:

- (a) A WAVED Yellow at the post before a DOUBLE WAVED Yellow. (The waved yellow flag may also be supplemented or replaced by flashing yellow warning lights).
 - (b) A double waved Yellow flag at the post immediately preceding the incident. (The waved yellow flags may also be supplemented or replaced by flashing yellow warning lights).
 - (c) A waved Green flag at the post immediately after the incident.
 - (d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a single waved yellow flag, followed by a waved green flag, or by a Hazard Area board.
- (e) The Code 60 flag (Purple)**

The Code 60 flag will be brought into operation to neutralise a race at the sole decision of the Clerk of the Course provided that all flag points are in communication with race control..

When the order is given to deploy the Code 60 flag it will be displayed at the start/finish line and simultaneously at all other posts.

All competing cars, when notified of the Code 60 intervention (by the flag signal, or by any other means) will release the throttle, reduce their speed to 60kmh and should remain behind the car in front.

Overtaking is strictly forbidden until the green flag is displayed. Any infringements may be penalised by a time penalty of 1 minute, or more.

While the Code 60 is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so.

When the Code 60 flag is withdrawn it will be replaced with a waved green flag for one lap. The waved green flag will be shown simultaneously at all posts

Each lap covered while the Code 60 flag is in operation will be counted as a race lap unless specified to the contrary in Championship regulations.

15.1.2. Not slowing down or overtaking is an offence from wherever Yellow flags are displayed until the Green flag is passed.

15.1.3. If a hazard has been indicated by Yellow flags as above, the flags may be withdrawn, even though the hazard remains. It will then be indicated by a Hazard Area board at the flag post preceding the hazard. It is then the competitor's responsibility to take appropriate care.

15.2. When a race is stopped by the Red flag, the method of re-starting or deciding the result will be in accordance with 5.4.2, 5.4.3, and 5.4.4.

Heats

16.1. A competition may be run in heats, the composition of which will be determined by the organisers and published in the Supplementary Regulations, Final Instructions and/or official programme. The composition of the heats may be modified or heats consolidated only by the Clerk of the Course.

* **16.2.** The method of composing the final must be given in the SRs.

16.2.1. Starting positions in the final will be determined by the finishing times recorded in each heat, unless the SRs specify otherwise.

16.2.2. A driver must drive the same car in the final as in the heats.

Results

17.1.1. In the case of a race over a set distance the winner shall be the competitor who covers that distance in the least time and the end of race signal will be displayed when the first competitor completes the set distance.

17.1.2. In the case of a race for a set time, the winner will be the competitor who covers the greatest distance in that time, and the end of race signal will be displayed at the end of the set time, unless the SRs specify otherwise.

17.2. After receiving the end of race or practice signal, cars will maintain station and proceed at a reduced speed for a complete lap, unless the SRs specify that only part of a lap shall be covered.

17.3. With the exception of 6.2.6., unless the SRs or the Championship Regulations state otherwise, to be

classified as a finisher in a race, only cars which have covered at least 80% of the distance covered by the class winner and which cross the Finishing Line under their own power within four minutes after that of the overall winner will be classified. Should this percentage not result in a full number of laps, the decimals will be disregarded.

17.4. Should the end of the race signal inadvertently or otherwise be displayed before the leading car completes the scheduled number of laps – or before the prescribed race time has been completed – the race will nevertheless be deemed to end at the moment the signal is given. If the chequered flag is given to the leader, then the result should be drawn accordingly, but if the chequered flag is given to a competitor other than the leader then the result should be given at the end of the last completed lap of the leader. Should the end of the race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and competitors be classified accordingly.

Judges

18. Judges may be appointed to adjudicate on:

- False/Jump Starts.
- Finishing Order.
- Crossing a Penalty Line.
- Overtaking under Yellow or Purple flag.
- Noise.

18.1. The Chief Timekeeper will be a Judge in respect of laps covered and time.

18.2. The Chief Scrutineer and members of the Technical Commission will be Judges in respect of eligibility.

18.3. Driving Standards Observers may be appointed to report on:

- Driving in a manner incompatible with general safety (C.1.1.5).
- Failure to comply with displayed flag signals or lights (16).

Technical Regulations

In addition to complying with Section J and the appropriate Formula Regulations where applicable, all vehicles competing in Races must:

Chassis

19.1.1. Have a bulkhead between any fuel tank and filler and the driver/passenger compartment sufficient to prevent the passage of flame or liquid. Where a fuel tank constitutes part of the bulkhead between the passenger and luggage compartments, an additional bulkhead must be fitted. Additional fuel tank protection may be required for open or single seater cars (see J5.2.2). Cars of periods A to F are exempt from this requirement.

19.1.2. Not have any skirts or intermediary devices bridging the gap between the underside of the chassis/body of the vehicle and the road/track. Ground clearance to be as per definition 4cm minimum *unless stated otherwise in SRs.*

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19.1.3.

- (a) There must be substantial towing eyes securely fixed to the main structure of the vehicle, front and rear, within the confines of the body to enable the vehicle to be moved. Cars of periods A to F and single seater racing cars are exempt from this requirement subject to a suitable towing point being clearly identified. Towing eyes must have a minimum internal diameter of 60mm. Towing eyes/towing points should be painted a contrasting bright colour (dayglo red, orange or yellow, marked with an arrow and the word "tow").
- (b) The following configuration and specifications are strongly recommended:

Vehicles to be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal center line.

The towing eyes to be made of steel wire rope of at least 6mm diameter with a 6x19 wire core.

Each towing eye to have a breaking-strain of at least 2 tons and allow the passage of a cylinder with a diameter of 60mm.

The towing eye to be fixed to a structural part of the chassis with a minimum of M10 (Grade 8.8) fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile.

Towing eyes should be situated 25mm forward of the adjacent bodywork with clearance of 100mm above and below to enable recovery crews to attach straps and shackles.

A "pull-cord" to be attached to the towing eye to enable the marshals to access it. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

19.1.4. Have substantial underbody protection covering any area of fuel tank if exposed to running damage. (Applicable mainly to tanks of plastic construction.)

Body (including Aerodynamics)

19.2.1.

- (a) Have any windscreen if of glass, of laminated type only.
- (b) Rear screens to be clear, or may be tinted such as not to significantly affect through vision (in or out) or distort the colours of signal flags or lights.

19.2.2. If advertising is allowed on the windscreen not have the advertising obscuring the driver's vision. Advertising on other transparent surfaces is prohibited unless specified in the Championship Regulations. The driver's name may be displayed on the rear side and/or the rear screen in letters not exceeding 10cm high.

19.2.3. Have any cover over the passenger's compartment alongside the driver composed of foldable material, or if of a rigid material the edge adjacent to the driver to have a minimum vertical dimension of 40mm. Where the cover is of a rigid material the edge is to be protected with non-flammable padding (K1.3.6, K1.6.6). Cars of Periods A to F exempt if proven that original manufacturer's design is maintained and non-flammable padding is fitted.

19.2.4. Have any undertray provided with drainage holes to prevent accumulation of liquids.

19.2.5. If a closed car have:

- (a) Effective means of ventilating the passenger compartment.
- (b) Means of access on either side of the passenger compartment operable from the inside and the outside and sufficient in size to remove the occupant without impedence by door locking devices.
- (c) It is recommended to have the driver's window closed whilst racing – or that suitable netting should be installed in the window opening to act as a restraint to stop the driver's arms or head inadvertently emerging from the vehicle.

19.2.6. Other than a road going car, have bonnet security clips fitted.

Seating

19.3. Not carry anyone other than the driver.

Engine

19.4. Comply with J5.4.

Brakes

19.5. Be equipped with brakes which comply with Statutory Requirements as to the construction of Motor Vehicles, or if there is no mechanical system available for applying braking effort to at least two wheels, there must be two hydraulic systems so that, in event of failure of one system, braking is maintained on at least two wheels.

- (a) Vehicles constructed after 1930 must have brakes on all wheels.
- (b) The braking system on all vehicles must be capable of demonstrating its efficiency without impairing the driver's control when tested immediately prior to an event.
- (c) It must be possible under all conditions, running or stationary, for 25% minimum braking effort to be applied by the driver through the braking system to each axle. (Vehicle models introduced prior to 31.12.65 are exempt from this requirement.)
- (d) Brake balance adjusters must not be available for adjustment during running if they contravene (c).

19.5.1. Not be fitted with Anti-Locking braking devices unless a Production Car with the device fitted as standard equipment by the manufacturer.

Steering

19.6. If fitted with a steering lock have it rendered inoperative (except for road going vehicles, driven to events).

Wheels

19.7.1. Have any spare wheels securely fastened in position (a spare wheel need not be carried unless specified in SRs).

19.7.2. Have all nuts securing road wheels, excepting those of centre-lock type, of steel and in thread contact over a minimum length of 1½ bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited. Cars of periods A to D are exempt from this requirement.

Tyres

19.8. Use only tyres as specified by Tyre Regulations.

Remould or retread tyres are prohibited unless listed in Section L or the vehicle was constructed prior to 1940.

Oil Systems

19.9.1. Have any oil tank which is situated outside the chassis or main structure of the vehicle, suitably covered with a protective coating (e.g. GRP). On rear engined vehicles no part of the oil tank may be located to the rear of the gearbox casing. Cars of period A to D are exempt from this requirement.

19.9.2. Have any engine oil tank breather or overflow tube venting into atmosphere, led into catch tanks which have a minimum capacity of 2 litres. For engine capacities in excess of 2 litres the catch tank capacity should be 3 litres.

19.9.3. Have catch tanks of translucent plastic or with a transparent inspection panel, capable of being readily emptied. In any parallel system of catch tanks, each tank must not be less than half the minimum required capacity. Containers of cross section of less than 46 sq cm are prohibited.

19.9.4. Positive crankcase ventilation systems breathing fluids directly into the inlet manifolds may be accepted as an alternative to catch tanks, but breather systems and catch tanks must be used in such a way as to prevent oil from spilling onto the road/track.

Fuel Systems

19.10. These must be equipped with an effective method of stopping fuel supply and operable by the Driver when normally seated. This to be combined with or located adjacent to the internal ignition cut-off switch.

Electrical Equipment, Circuit Breakers and Ignition Components

19.11.1. Vehicles must be equipped with an externally operated circuit breaker having positive ON-OFF positions clearly marked (K.8). An external circuit breaker is not mandatory on open cars of periods A to F, but is strongly recommended. The internal ignition cut-off and fuel pump isolation system(s) must be operable by the Driver when normally seated irrespective of whether a safety harness is worn or not.

19.11.2. Not have any ignition components, coils, chokes, black boxes, located in the cockpit area in racing cars. Cars of periods A to E are exempt from this requirement.

19.11.3. With the exception of Racing Cars, Clubmans Cars, 750 Formula, Legends Cars and Period A to E, all vehicles must be equipped with a pair of brake lights equally disposed about the vehicle centre line, on the same horizontal plane with a minimum of 300mm between them and which are directly operated by the braking system without any time delay.

Weight/Ballast

19.12. Other than Section J and Approved Formulae there are no special requirements for Weight/Ballast under Vehicle Regulations.

Silencing

19.13. Comply with Silencing Levels J.5.17. (Note possible exclusions in J.5.17.3.)

Safety

19.14.1. Be fitted with a safety roll-over bar complying

with MSA requirements as specified in Section K except for vehicles of Periods A - E inclusive. It is strongly recommended that all vehicles be fitted with safety roll-over bars.

19.14.2. Be fitted with currently FIA Homologated safety harness to be worn at all times by the driver during training, practice and competition unless the vehicle was constructed in Periods A to E.

19.14.3. If fitted with lightened non-standard doors be fitted with a horizontal safety bar across the door(s) aperture below the line of the window and at a suitable height to protect the driver. This must not be integral with the door.

19.14.4. Have any forward facing lamps of more than 32 sq.cm in surface area adequately protected and secured in case of glass breakage.

19.14.5. Not pass fluids through any chassis tubes in space frame vehicles.

19.14.6. Glass sunroofs are not permitted. Sunroofs may be of a non-shattering solid material other than glass. The sunroof aperture may be closed by solid material permanently fitted in place. Exceptionally, vehicles fitted with fabric, folding type sunroofs are permitted providing that they are fitted with a full roll cage as in K.1.6.1 or K.1.6.2. Any sunroof must be firmly secured in the closed position.

19.14.7. Vehicles of Periods A-F be equipped with a fire extinguisher in accordance with K.3.1.2(b). Other vehicles to be equipped with a fire extinguisher in accordance with K.3.1.2(a).

19.14.8. A red light in compliance with K.5.1 must be fitted.

19.14.9. The Technical Regulations of any Championship or Series for any new design of Single Seater Racing Car must comply with the relevant sections of FIA, Appendix J, Article 277.

Miscellaneous

19.15.1. Be fitted with at least one mirror of minimum surface area 50sq.cm securely mounted and positioned to give a clear view to the rear. The edges of mirrors must be protected by a suitable cover to reduce the possibility of injury in the event of an accident.

19.15.2. Be presented at Scrutineering with all steering mechanism, suspension linkages and flexible brake lines in clean condition.

19.15.3. If a closed car or an open car required to run as 'road going' with a windscreen, have an operative windscreen wiper.

19.15.4. If fitted with a towing ball-hitch, have it removed when competing.

19.16. The following parts of Section K remain unmodified in this section, unless modified in the Formulae Regulations: **Suspension Transmission Cooling Exhausts.**

Formulae Regulations

These are available from the Technical Department at the MSA.

19.17. Single Seater Dimensions. See Drawing 19.17.

(Q) Circuit Racing

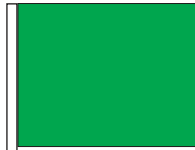
Appendix 1: Charts and Diagrams

Chart 5

FLAG SIGNALS



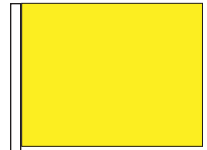
Blue
Overtaking flag



Green
Road clear



White
Service car or slow moving vehicle



Yellow
Danger



Yellow/Red
Slippery surface



Red
Cease racing



Yellow/Black quartered
Slow down, no overtaking (karting only)



Purple
Code 60
Race Neutralised



Black/White diagonal
Warning flag

7



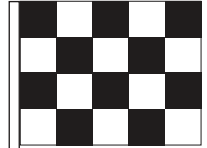
Black, Orange disc
Mechanical failure

3



Black
Report to CoF

3



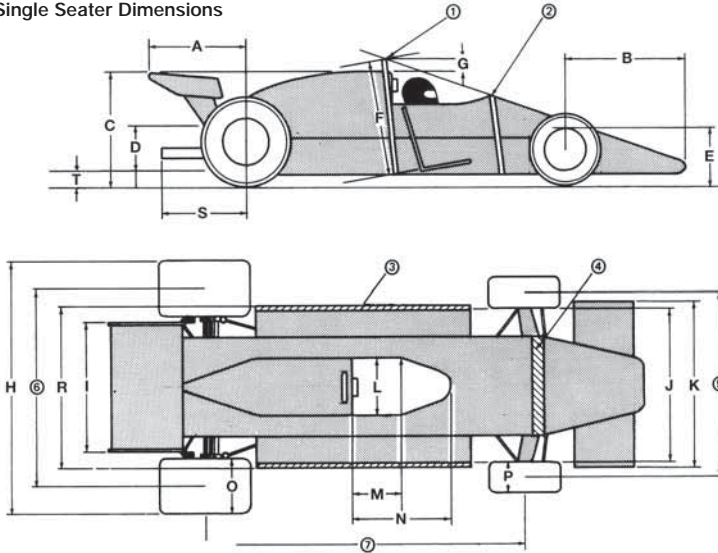
Black/White chequered
End of race



Green, Yellow chevron
False start (karting only)

Drawing number 19.17

Single Seater Dimensions



1. Safety roll-over bar
2. Substantial Support structure
3. Crushable structure
4. Substantial structure
5. Front track
6. Rear track
7. Wheelbase (unless other stated in SRs)

Notes: Maximum height is measured with the driver aboard.

Maximum height excludes safety roll-over bar on which there is no maximum height.

FIA substantial support structure (2) and (4) apply only to certain International Formulae

Single Seater Dimensions

All dimensions in cm

Refer to Drawing

(A)	Maximum rear overhang from rear wheel axis unless specified otherwise	100
(B)	Maximum front overhang from front wheel axis	N/A
* (C)	Maximum height measured from the ground	90
(D)	Exhaust height measured from the ground	
(E)	Maximum body height in front of front wheels	
(F)	Minimum safety roll-over bar length in line with drivers spine	92
(G)	Minimum allowed helmet clearance	5
(H)	Maximum width	N/A
(I)	Maximum rear aerofoil width	95
(J)	Maximum body width behind front wheels	N/A
(K)	Maximum nose width	N/A
(L)	Minimum cockpit opening	45
(M)	Minimum cockpit parallel opening length	30
(N)	Minimum cockpit overall opening length	60
(O)	Maximum rear wheel width	N/A
(P)	Maximum front wheel width	N/A
(R)	Maximum width including crushable	N/A
(S)	Maximum exhaust length from rear wheel axis	-
(T)	Minimum ground clearance	4
(7)	Minimum wheelbase (unless stated otherwise in SRs)	183

(* Except for within 450mm rearward of the front face of the ROPS and for a maximum of 150mm either side of the centre line where bodywork may not be more than 25mm higher than the upper surface of the ROPS.)

(Q) Circuit Racing

Appendix 2: Operation of Safety Car

1.1. The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control (G5.2.17).

1.2. The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

1.3. On the order from the Clerk of the Course, the Safety Car will join the circuit with its flashing lights on, regardless of where the race leader is.

1.4. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.

1.5. Flashing yellow lights may also be used at the start line and at other points around the circuit.

1.6. All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

1.7. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

1.8. While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

1.9. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

1.10. When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

1.11. Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five

car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

1.12. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

1.13. Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.

1.14. Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

1.15. Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.

1.16. In exceptional circumstances the following may apply:

- (i) The race may be started behind the Safety Car.

In this case its flashing yellow/amber lights will be turned on at the two-minute signal.

This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown.

When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart.

The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

- (ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without

unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

- (iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.
- (iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.

(v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 1.10, 1.11, and 1.12.

(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps

1.17. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

Officiel d'Honneur Appointments

The following have accepted the position of Officiel d'Honneur for 2017:

M F L Allison

G H Bailey

W Beattie

I D Bennie

K N Blackburn

G S B Blythe

H T Chapell

R Cottrell

T J Hassall

F R Honeywell

N S Manser

W M Patterson

P J Smith

D Staveley

Dr D B Stevens MBE

A R Temple

J B H Wood

B Wright

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