

Foreign events can be an attractive proposition. This brief outline is designed to help you avoid the hassles which can sometimes make such a trip a nightmare and not the experience it should have been.

Check

- That the event is on the FIA International Calendar (or the FIA National Events with Authorised Foreign Participation Calendar), otherwise it could be a long trip for nothing.
- That you have got the right Competition Licence (International Driver and Entrant Licence or EU Licence, as appropriate).
- That you have 'permission to start'. Very often Entry Forms require the stamp of approval of the ASN (National Sporting Authority: MSA). Your International licence is also your 'Visa' authorising you to compete abroad. In case of doubt, the MSA can always stamp your entry form, but don't leave it until the last minute before the closing date for entries.
- That your Licence(s) are signed and have photographs attached.
- Whether the Regulations call for you to take passport size photographs for event identification.
- Whether the organisers call for any other paperwork, identification or information.
- That you have got the right homologation papers/identity papers/log book.

European Events

Holders of National 'A' or International Licences may compete in events within the European Union published on the FIA National Events with Authorised Foreign Participation Calendar under the regulations for that event, and the jurisdiction of the appropriate ASN. These events will not be on the International Calendar. These licences will bear the EU flag. In this context the EU is deemed to include Monaco, Switzerland, Norway, San Marino, Andorra and Iceland.

See Section E for revised arrangements for competing in Europe, including those for Professional Drivers.

Travelling Arrangements

Taking competition cars and spares across international borders can be a fraught business and very time consuming. Allow enough time for such delays and ensure that your papers are arranged in advance.

Personal Arrangements

(a) TAKE YOUR DRIVING LICENCE even if you are the co-driver; many foreign countries insist on seeing this whether you are intending to drive or not. You may be refused the start without your driving licence.

(b) Do the countries you are visiting require an International Driving Permit?

(c) It is essential to have Green Card Insurance to protect yourself and in some countries an additional 'Bail Bond' cover is a 'must'.

(N.B. UK Third Party Fire and Theft cover is not necessarily valid abroad.) Always check with your motor insurer that your UK cover is valid in the country you are visiting.

(d) Take the vehicle registration documents or an authority from the vehicle owner that you are entitled to be driving it e.g. a company vehicle.

(e) Check, particularly with large or trailered vehicles, that you are allowed to travel on the roads during weekends or public holidays (e.g. France, Italy and Germany).

(f) Do you need a Travel Visa for the countries you are visiting?

(g) Don't forget 'GB' plates.

(h) Check which, if any, inoculations are necessary for each country you are visiting.

(i) Take out Medical Insurance that covers you during an event as well as before and after.

Vehicles/Spares

As a simple rule of thumb, when crossing through any international border, particularly when leaving the confines of the European Union, is to account for all the equipment including trailers, trailered vehicles and all spares you carry. This should be done both going into and coming out of each country. Customs officers are merely ensuring that what you took in, you take out, and any missing items are considered as having been sold and therefore could be liable for tax.

Some countries accept just a list of equipment and spares deposited on arrival and cleared on departure at the same post (if you are sensible). Other countries, particularly, in the case of race vehicles and trailered equipment, require formal 'Carnet' documents with Bank Guarantees to the value of the equipment.

Lack of paperwork on arrival at a Customs Post can, if you are unlucky, mean a fine in addition to delays. Further, even getting through Customs without being checked does not mean you are clear, you have to get out again and you may be subjected to roadside checks.

In general the more paperwork you carry the better, and it can help to have any paperwork for the event or an invitation or acceptance to compete to reassure the Customs Officers that your visit is genuine. Also take duplicates or copies of all papers with you, and perhaps

copies of the original invoices for the vehicles and spares to reduce the possibility of a VAT investigation on re-entry into the UK.

Carnet papers (Carnet de Passage) and more information can be obtained from: The RAC, The AA, Chamber of Commerce (ATA Carnet), Freight Transport Association (Owner Document Road Permit), HM Customs. The motoring organisations may be able to offer both Personal and Vehicle Protection bonds in case of accident. Check out their schemes.

Community Movement Carnets

These are no longer required for movement between and through countries which are full members of the European Union. This does not mean that you won't be stopped and asked to explain exactly what you have on board so it is still a good idea to have some form of documentation to prove ownership.