

**A. ORGANISATIONS**

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

- 1.1.** A permit for the organisation of a race meeting or championship 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 [D 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 full-time 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 [13.6.8].
- 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.
- 2. 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.

**2.2. Clerk of the Course Licence.** 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 AA in Officials' Yearbook.

**3. Championships**

**3.1.** All Championships approved by the MSA, must comply with the permit application requirements as detailed. Competitors should ensure that their cars comply with the MSA Approved Formula Regulations for the class or the specific Championship Technical Regulations.

**3.1.1. Definitions:**

**3.1.1.1. Championship** – An event or series of events organised for the purpose of establishing the right to an individual for collective title. Such a competition may also be referred to by other titles, e.g. 'Challenge', 'Trophy' or a 'Series'. The grades are listed in Z 7 (a).

**3.1.1.2. Commercial Sponsorship.** Provision of, or assistance in the provision of, awards, by an organisation other than a recognised club, towards the result of a Championship, where the donation of such awards, whether in cash or in kind, is given in consideration of the title or product name connected with the organisation being associated with the promotion of the Championship. The MSA may also designate as 'Commercial' any Championship which it considers as being publicity oriented.

**3.2. Points Scoring**

*Unless the particular Championship Regulations specify differently, all Commercial Racing Championships must utilise the points system as detailed in paragraph (a) or (b) below. Alternative systems of allocation that are approved must be clearly indicated in the particular Championship Regulations.*

(a) Series without Classes: points will be awarded at 20 – 15 – 12 – 10 – 8 – 6 – 4 – 3 – 2 – 1. An additional 2 points will be awarded to each competitor achieving or equaling the race fastest lap, where the race is timed.

(b) Series with Classes: points will be awarded in each class as follows:  
 4 or more eligible starters in the class 1st – 4;  
 2nd – 3; 3rd – 2; 4th – 1.  
 3 eligible starters in the class: 1st – 3; 2nd – 2;  
 3rd – 1.

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2 eligible starters in the class: 1st – 2; 2nd – 1.  
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One additional point will be awarded to each competitor achieving or equalling the race fastest lap in each class, where the race is timed.

Points should be awarded on the basis of the final results of each event.

### 3.3. Maximum Scores

*Unless the particular Championship regulations specify differently*, a competitor's final total of points that he may count toward his position in the Championship will be calculated as follows:

- (a) Where there are up to 10 rounds organised in the series, a competitor shall count his results in the total number of events run less one.
- (b) Where there are between 11 and 15 rounds organised in the series, a competitor shall count his results in the total number of events run less two.
- (c) Where there are over 15 rounds organised in the series, a competitor shall count his results in the total number of events run less three.
- (d) Points scored by a driver in different classes within a series will be totalled separately towards his final placing. However, a change of car within a class will not affect a driver's points total.

### 3.4. Resolving Ties

*Unless the particular Championship Regulations specify differently*, ties will be resolved in the following order:

- (a) By considering in the best scoring events of the competitors concerned, the number of first places or class wins.
- (b) By considering the number of class or outright second places where there are no classes, and so on in the best scoring events.
- (c) By considering the placings in all championship events.

### 3.5. Registration

Competitors may be required to register for a championship prior to the first event in which they wish to gain points.

### 3.6. Advertising

Competitors may be required to carry advertising as supplied to publicise the championship in accordance with E 2.24.2 in order to qualify for points and prize money.

### 3.7. Dates

Organising clubs will publish the list of qualifying dates. These may be subject to alteration, but the original number of events may not be increased.

### 3.8. Acceptance of entries

Organisers retain the sole right to select or accept entries for any event and the MSA or Championship organisers cannot therefore be responsible for the refusal of an entry. [Subject to E 3.1.2.]

It is recommended that the following priorities be adopted when making selection

from all entries received by the closing date:  
1st Point scorers in the Championship.  
2nd Registered competitors who have taken part in previous rounds of the Championship.  
3rd Registered competitors competing for the first time in the Championship.

### 3.9. Eligibility

Competitors are reminded of the penalty provisions of O 3.5 and O 3.5.1 which apply to all Championships unless the SRs provide otherwise. Such penalties may only be imposed by the Clerk of the Course, MSA Stewards, MSC or Stewards of the Royal Automobile Club.

### 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 S].  
**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 D 11.

**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 [C 3.3, C 5.2.22, E 2.21.2].

**4.2.1.** The Clerk of the Course, or his nominee, should specifically brief any driver who has not raced at that circuit before prior to the driver going out to practice [9.1.12].

**4.3.** Marshals [C 14] shall patrol between the course and all enclosures not surrounded by fencing. Those stationed outside the pits, paddock or enclosure should be warned not to leave the protection of barriers provided, and to lie flat behind these barriers in the event of an impending incident. Further, officials should be adequately briefed as to the forms of communication between officials and to their individual duties and should not wear any clothing which could by its colour be mistaken by a driver as being an official flag signal.

**4.4. Practice** [C 5.2.11]. 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:

**4.4.1.** 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 [4.4].

**4.4.2.** 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 13.6.1(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.

**4.4.3.** 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.

**4.4.4.** 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 [D 2.1.1].

**4.4.5.** 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.

**4.5. Starting Positions** [13]. Each vehicle shall have an allotted position at the start in accordance with 13.6.1.

**4.5.1.** 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.

**4.5.2.** Qualified reserves shall enjoy precedence over an accepted competitor whose practice times have been disallowed for whatever reason [O.3.3].

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

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

**4.6.2.** 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.

**4.6.3.** 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].

**4.6.4.** 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.

**4.6.5.** 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.

**4.6.6.** 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.

**4.6.7.** 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** [C 13.4.]

**4.7.** 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.

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

**4.7.2.** 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.

**4.7.3.** 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.

**4.8.** 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 14.2.5 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.

**4.9. Parade, Pace and Safety Cars**  
[C 5.2.19]

**4.9.1.** A Safety Car may be used to control or neutralise a race in the event of an incident, providing its use is detailed in SRs, or the Championship Regulations.

**4.9.2.** A Pace Car may be used to control the formation lap prior to a rolling start [13.1.(b)].

**4.9.3.** A Parade Car may be used to control the formation lap prior to a standing start [13.1(a)].

**4.9.4.** Detailed regulations on their use are available from the MSA and they must be fully complied with at all times.

**5. Flag Signals**

Flag signals shall be in accordance with the following [16].

**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, and White, 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 (other than the Starter's flag) is 30inx24in.

(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.** Should it be necessary to stop a race for any reason, this will be done by waving the Red flag at the Start/Finish line. Once the practice or race has started, the decision to stop that practice or race is at the sole discretion of the Clerk of the Course.

**5.4.1.** Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

**5.4.2.** If a race has to be stopped before the leader has completed two laps it will be

declared "No Contest" and all cars that are able to do so will restart from their original grid positions.

**5.4.3.** If a race has to be stopped after the leader has completed more than 2 laps but less than 50% of its duration (or 75% in the case of National 'A' or International events) it 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 derived as J 5.4.4 and the final result will be the order of finishing at the end of the restarted race unless Championship Regulations specify otherwise.

**5.4.4.** If a race has to be stopped after the leader has completed 50% of its duration (or 75% in the case of National 'A' or International races) it will be considered to have finished. The finishing order shall be based on the order of crossing the finish line at one lap less than at the time of first showing the red flag, and only cars which are under their own power at the showing of the red flag will be classified.

**5.4.5.** There should be an interval between the stopping of the race and the restart at least equivalent to the minimum period specified in the starting procedure. Unless the SRs or Championship Regulations state to the contrary, cars may return to the pit area for minor repairs to be carried out during this interval. Such cars may rejoin the back of the grid up to the two-minute signal, and thereafter may join the race from the pit road after all the other cars have started. No work may be carried out on the grid. Non-runners at the time of stopping will be allowed to take the restart from the back of the grid in reverse order of retirement behind those referred to above. The Clerk of the Course may order that the duration of the second part, or of the re-run, shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

**5.5.** 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.

**6. Truck Racing**

Specific regulations are available for Truck Racing. For further details contact the MSA [10.3].

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

**7. Medical Arrangements, Emergency Rescue Vehicles and Equipment**

[Section S]

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

**7.1.1.** The appropriate number of Doctors and

Ambulances, as specified on the Track Licence, must be present throughout practice and racing.

**7.1.2.** 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 [S 4.1.1, S 4.1.2] at the sole discretion of the Chief Medical Officer.

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

8. Not in use.

## B. COMPETITORS

**Competitors must comply with the Common Regulations for Competitors (Section E) and the following:**

### 9.1. Signing-on and Scrutiny

**\*9.1.1.** 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.

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

**9.1.3.** Cars competing in Race Meetings must comply with 20 and E 12, and any appropriate Approved Formula Regulations.

**9.1.4.** 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).

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

**9.1.6.** 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.

**9.1.7.** The entrant shall be responsible for seeking such fresh approval.

**9.1.8.** 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.

**9.1.9.** 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.

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

**9.1.11.** (a) Only cars which are competing in International non Historic status races or races taking place on a high speed oval circuit where regulations permit the use of spotters, or races which involve a driver change, will be permitted to carry radio transmitters or receivers. RCA licences for such equipment will be checked at scrutineering.

(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 J 9.11(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 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 degrees 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.

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

## 10. Licences

See Section E 2.15.1.

## 11. Drivers

A driver shall throughout the competition:

**11.1.1.** 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 Q 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 gloves, balaclava, socks, shoes and underwear is strongly recommended [see Q 9].

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

**11.1.2.** Refrain from smoking.

**11.1.3.** See E 2.9.6.5 (d).

**11.1.4.** Be the only person in the car.

**11.1.5.** Drive only one car. Not more than one driver may drive the same car in any one race, unless the SRs specify otherwise.

**12. Competition Numbers and**

Identification [C 3.12, E 11.3.11]

**12.1.1.** Vehicles will be identified by means of a competition number allocated by the organisers and displayed as specified in E 11.3.11.

**12.1.2.** 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.

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

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

**12.3.** 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, 7inx7in, with a black diagonal cross, with strokes six inches long and one inch wide.

**13. Practice, Starting Positions and The Start**

**\*13.1. 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 2x2 or 1x1 grid formation. The start line is the line on the crossing of which the timing commences.

**13.2. Timing**

**13.2.1.** The completion of the first and subsequent laps shall be timed when each vehicle crosses the control line in front of the Timekeepers' station unless the SRs state otherwise.

**13.2.2.** Crossing a Control Line. 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, or where the timing apparatus is automatic in operation, at the moment when it is operated.

**13.3. False Start.** A false start occurs when before the start a driver under Starter's orders is in an incorrect position on the grid, moves forward from his prescribed position or in the case of a rolling start fails to maintain his correct station and thereby gains an unfair advantage.

**13.3.1. Penalty for a False Start** [13.12].

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.

**13.4. Stop-Go Penalty.** If the Regulations for an event, or the relevant Championship Regulations, specifically provide for a "Stop-Go" penalty, the following procedure will be adopted:

(a) When the CofC imposes a Stop-Go 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".

(b) The CofC will then advise the Chief Pit Marshal, who in turn will notify the team concerned in writing.

(c) The relevant driver must come directly to the designated area within three complete laps of the "Stop-Go Penalty" board first being displayed and without stopping elsewhere in the pit lane. He will remain there for the period of the time penalty imposed. (The designated area must be detailed in the Final Instructions).

(d) After the signal indicating the completion of the time penalty, he shall rejoin the race without stopping at his pit.

(e) At all times the driver will drive in the pit lane at a safe speed and manner, obeying all signals.

(f) Any breach, or failure to comply with this procedure may result in additional penalties, including exclusion, being imposed.

**13.4.1.** During qualifying the Clerk of the Course and/or the Stewards of the Meeting may issue a formal written reprimand (2 penalty points) and disallow a lap time/times for contravention of the Regulations.

**13.5. Starter's Orders.** Any competitor who is on the track at the time of showing the 1 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.

**13.5.1. Non Starter.** A non starter is any competitor who does not fulfil the criteria specified in 13.5.

**\*13.6.** The Supplementary Regulations or Final Instructions will specify:-

(a) the method of determining starting positions,

(b) the maximum number of starters in each race.

**\*13.6.1.** 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).

**13.6.2.** 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.)
- (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'.

**13.6.3.** 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.

**13.6.4.** Within the provisions of 4.4 and 13.6.2 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.

**13.6.5.** 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.

**13.6.6.** Each driver will have the opportunity to practice in accordance with the provisions of 4.4.

**13.6.7.** 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.

13.6.8. 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].

**13.7.** 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.

**13.7.1.** 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.

**13.7.2.** 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.

**13.8.** 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.

**13.8.1.** Starting positions will be displayed on the Official Notice Board.

**13.8.2.** Any appeal concerning starting positions must be lodged within 30 minutes of their notification. Where the exception given in 13.8 applies, any appeal must be lodged not less than 10 minutes before the subsequent start.

**13.8.3.** 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.

**13.8.4.** 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 heating or heat retaining devices may be used during this period.

**13.8.5.** 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.

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

**13.9.1.** 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.

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

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

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

**13.10.1.** 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.

**13.10.2.** 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.

**13.11.** 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.*)

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

**13.12.** Judges may be appointed to determine false starts.

**13.13.** If the organisers arrange to display signs to competitors indicating the progress of the race, these signals 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.*

#### 14. Pit and Paddock Regulations

**14.1.** During the event drivers may receive assistance only:

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

**14.2.1.** Refuelling and work upon the cars, other than by a driver or officials, may be carried out only at the pits or paddock [D11.3.1]. *Unless expressly permitted by the Supplementary Regulations* refuelling may not take place during a race.

**14.2.2.** A driver shall vacate the car and the engine be stopped throughout any refuelling operation. 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 Q9 and fire resistant balaclava and gloves in accordance with FIA regulations.

**14.2.3.** 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.

**14.2.4.** 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.

**\*14.2.5.** (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 14.2.2, 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.*

**14.3.** 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.

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

#### 15. Track Regulations

**15.1.** 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.

**15.2.** Any vehicle which shall have left the track with all four wheels shall rejoin the track at the nearest point to exit from it, compatible with safety.

**15.2.1.** Any vehicle unable to complete the course either during practice or the race shall be stopped well clear of the track and shall not be moved until permission has been obtained from the Clerk of the Course.

**15.2.2.** 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.

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

**15.4.** During a race or practice, a car alone on the track may use the full width of the track. However, as soon as it is caught up by a car which is either temporarily or constantly faster, the driver shall give the other vehicle the right of way. [16.1]

**15.4.1.** Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, may be done either on the right or on the left.

**15.4.2.** Manoeuvres liable to hinder other drivers such as premature direction changes on the straight, crowding of cars towards the inside or the outside of the curve or any other abnormal change of direction, are strictly prohibited and will be subject to penalties ranging from a fine to exclusion from the race. The repetition of such driving, even involuntary, may result in exclusion.

**15.5.** Any driver appearing not to be making adequate use of his car's rear view mirror, or driving in a manner which even if unintentionally appears consistently to hinder or discourage another driver seeking to pass may be halted by display of the Black flag or otherwise penalised. [16.1]

**15.6.** 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.

**16. Flag Signals** [5] (see page 25).

**16.1.** Officials' Signals will be conveyed to drivers by the following flag signals [15.4, 15.5]:

- (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 – Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
- (f) Yellow flag – 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 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: 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 the 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 within one 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)

(p) Deleted

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

- (a) A STATIONARY Yellow at the post before a WAVED Yellow.
  - (b) A waved Yellow flag at the post immediately preceding the incident. n.b. In very serious cases, this flag may be supplemented by an additional waved yellow flag at a preceding post. (The waved yellow flag may also be supplemented by flashing yellow warning lights).
  - (c) A stationary 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 stationary yellow flag, followed by a stationary green flag, or by a Hazard Area board.
- 16.1.2.** Not slowing down or overtaking is an offence from wherever Yellow flags are displayed until the Green flag is passed.
- 16.1.3.** 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.

**16.2.** 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.

### 17. Heats

**17.1.** 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.

**\*17.2.** The method of composing the final must be given in the SRs.

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

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

### 18. Results

**18.1.1.** 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.

**18.1.2.** 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.

**18.2.** 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.

**18.3.** Unless the SRs or the Championship Regulations state otherwise, to be classified as a finisher:

- (a) If a race is under 50 miles long, 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 of the overall winner will be classified.
- (b) If the race is not expected to last more than four hours but is 50 miles or more long, only cars which have covered at least 80% of the distance covered by the class winner will be classified.
- (c) If the race is expected to last more than four hours, only cars which have covered at least 80% of the distance covered by the winner will be classified.

Should these percentages not result in a full number of laps, the decimals will be disregarded.

**18.4.** 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.

**19.** Judges may be appointed to adjudicate on:

- (a) False/Jump Starts.
- (b) Finishing Order.
- (c) Crossing a Penalty Line.
- (d) Overtaking under Yellow flag.
- (e) Noise.

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

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

**19.3.** Driving Standards Observers may be appointed to report on:

- (i) Careless, reckless or dangerous driving [O 1.1.5 and O 1.1.6].
- (ii) Driving in a manner incompatible with general safety [E 5.1.8].
- (iii) Failure to comply with displayed flag signals or lights [J 16].

## C. TECHNICAL

**In addition to complying with E12 and the appropriate Formula Regulations where applicable, all vehicles competing in Races must:**

### 20.1. Chassis

**20.1.1.** 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 E 12.2.3]. Cars of periods A to F are exempt from this requirement.

**20.1.2.** 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.*

**20.1.3.** Have 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 are exempt from this requirement. Towing eyes should be painted a contrasting bright colour (dayglo red, orange or yellow).

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

**20.2. Body (including Aerodynamics)**

**20.2.1.** Have any windscreen if of glass, of laminated type only.

**20.2.2.** If advertising is allowed on the windscreen not have the advertising obscuring the driver's vision nor reduce the minimum unobstructed vertical height to less than 25cm. 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 10cms high.

**20.2.3.** Have any cover over the passenger's compartment alongside the driver composed of foldable material, except where the driver/passenger compartment is separated by a stress bearing solid chassis member at the level of the lowest edge of the windscreen aperture/upper surface of the scuttle as part of the original vehicle design. Where such structural members are present they are to be protected with non-flammable padding (Q 1.2.6/Q 1.5.6).

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

**20.2.5.** 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.

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

**20.3. Seating**

Not carry anyone other than the driver.

**20.4. Engine**

Comply with E 12.4.2.

**20.5. Brakes**

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).

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

**20.6. Steering**

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

**20.7. Wheels**

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

**20.7.2.** Have all nuts securing road wheels, excepting those of centre-lock type, of steel and in thread contact over a minimum length of 1 1/2 bolt/stud diameters. Extended or composite wheel bolts/studs are prohibited. Cars of periods A to D are exempt from this requirement.

J



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**20.8. Tyres**

Use only tyres as specified by Tyre Regulations. Remould or retread tyres are prohibited unless listed in Section R or the vehicle was constructed prior to 1940.

**20.9. Oil Systems**

**20.9.1.** 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 periods A to D are exempt from this requirement.

**20.9.2.** 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.

**20.9.3.** 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 46sq.cm are prohibited.

**20.9.4.** 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.

**20.10. Fuel Systems**

Be equipped with an effective method of stopping fuel supply operable by the driver when normally seated.

**20.11. Circuit Breakers and Ignition Components**

**20.11.1.** Be equipped with an externally operated circuit breaker having positive ON-OFF positions clearly marked [Q 8]. An external circuit breaker is not mandatory on open cars of periods A to F, but is strongly recommended. An internal ignition switch must be operable by the driver when normally seated irrespective of whether a safety harness is worn or not.

**20.11.2.** 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.

**20.12. Weight/Ballast**

Other than E 12 and Approved Formulae there are no special requirements for Weight/Ballast under Vehicle Regulations.

**20.13. Silencing**

Comply with Silencing Levels E 12.17. [Note possible exclusions in E 12.17.3.]

**20.14. Safety**

**20.14.1.** Be fitted with a safety roll-over bar complying with MSA requirements as specified in Section Q:

- (a) If required by Specific Formula Regulations.
- (b) If a single seater or sports racing car built after 1960.

(c) If a closed car built after 1960 fitted with a non-standard body (e.g. lightened body sections, doors or bonnet).

(d) If an open car built after 1960.

It is strongly recommended that all vehicles be fitted with safety roll-over bars.

**20.14.2.** 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.

**20.14.3.** 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.

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

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

**20.14.6.** 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 Q 1.5.1. or 1.5.2. Any sunroof must be firmly secured in the closed position.

**20.14.7.** Vehicles of Period A-F be equipped with a fire extinguisher in accordance with Q 3.1.2 (b). Other vehicles to be equipped with a fire extinguisher in accordance with Q 3.1.2 (a).

**20.15. Miscellaneous**

**20.15.1.** 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.

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

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

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

**20.16.** The following parts of E 12 remain unmodified in this section, unless modified in the Formulae Regulations:

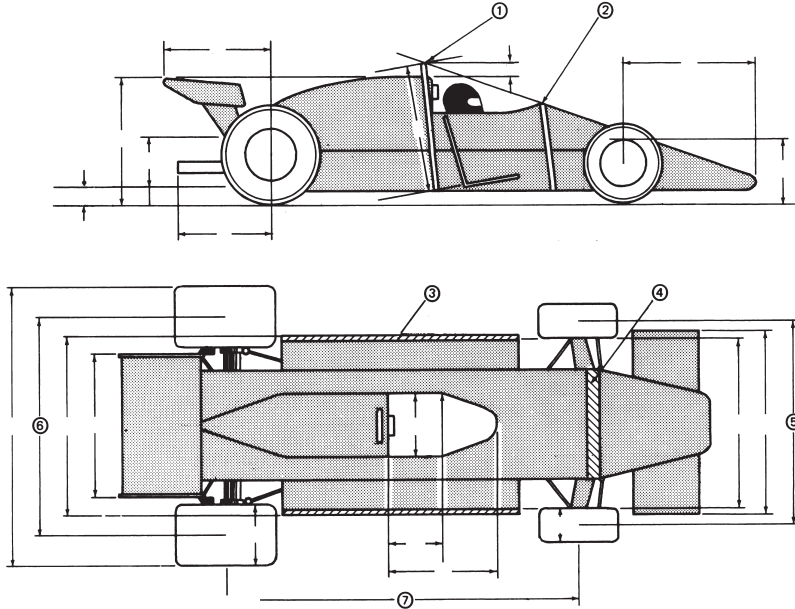
**Suspension Transmission Cooling Exhausts.**

**FORMULAE REGULATIONS**

These are available from the Technical Department at the MSA.

**20.17. Single Seater Dimensions**

**Single Seater Dimensions**



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