



The MG Car Club
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Motorsport

Standing Race Regulations 2017

These Standing Regulations apply to all MG Car Club Race meetings and carry the same force as the Supplementary Regulations and Final Instructions for the meeting. References to MSA Regulations refer to the 2017 edition of the MSA Competitors' Yearbook. Drivers should acquaint themselves with these general standing regulations and be aware that they will not be re-published for each race meeting but will be referred to in Final Instructions.

Passes: 4 personnel passes (plus 2 vehicle passes if needed at the circuit) will be issued to each competitor. These passes are for the use of the competitor and will be required to gain access to the circuit. Passes are issued to the Club by the circuits are for the use of competitors and officials only. Competitors requiring additional passes should contact the circuit.

General Safety Regulations: No animals are permitted within the circuit grounds. Motorcycles, bikes or any other wheeled 'means of transport' must not be ridden within the paddock by under 16's. All riders of motorcycles must be licenced, must have full insurance and helmets must be worn at all times. With the exception of those signed on for the event, no under 16's are allowed within any restricted area, which includes pits, assembly area, startline, and any other area carrying warning signs. Vehicles should not be driven within the paddock, assembly area or any connecting roads, in excess of 10 mph. **Q.14.1** unless a lower speed is stipulated, eg. Silverstone is 5mph.

Risk Assessments: Competitors/Entrants are responsible for all their own team members, guests and visitors safety and are solely responsible for carrying out a Risk Assessment of the Pit and Paddock area used by them.

Driver Signing On: Drivers should sign on in Race Admin at least 15 minutes before their scrutineering session, the time of which will be detailed in the Final Instructions. Completed MSA Race Licence and Club Membership card should be presented. Failure to present a current competition licence will incur a fee as detailed in Part 1 of Appendix 1, or exclusion by the Stewards. **(H.22.1.2)** Drivers requiring an upgrade signature must leave a valid Upgrade Card completed as defined in **H.13.2.1** and with each race for which they require a signature filled in. A maximum of two signatures may be received per race meeting.

Scrutineering: Cars should be presented at Scrutineering in a clean condition together with overalls **K.9.1 to K.9.3** & **K.14.3**, race helmet and goggles **K.10.1** to **K.11.3**. Cars should be in 'race prepared' condition with racing numbers in accordance with **J.4.1 to J.4.1.8** & **Figure 4**, class stickers and championship sponsor decals attached. Cars driven by holders of Restricted Licences and novices must carry the correct identification cross. Cars presented excessively early will be turned away.

Drivers Briefings: A written Driver's Briefing Notice may be handed to you at Signing-On. If it is considered necessary to have a verbal briefing, notice of this will be posted in the Paddock Office and PA announcements made **H.33.1.3**. Drivers who have not raced at the circuit in the current configuration before **must** attend a mandatory briefing before practice and the time and place of these will be detailed in the Final Instructions **(Q.4.2.1)**. Failure to attend a Briefing may result in a fine or endorsement **(Appendix 1, 13.6 (i))**.

Qualifying Sessions and Races: Held in accordance with **Q.4.5**, Drivers should go to the Assembly Area **at least** 15 minutes prior to the time scheduled in the Final Instructions, or when called for on the Paddock PA. Scrutineering Passes for the appropriate meeting **only** must be displayed on all vehicles.

Qualifying Sessions will be run continuously subject to safety considerations. At the end of each sessions allotted time, cars should return to Parc Fermé or paddock as directed. Once the previous session's vehicles have cleared the circuit, the next session's vehicles will be lined up in the pit lane or leave the Assembly Area directly on to the circuit. (Follow marshals instructions). Any vehicles that have failed to return to the pit lane under their own power, from a previous qualifying session, may be left in a place if considered safe, and/or recovered at the Clerk of the Course's discretion. (Usually after 2 or 3 qualifying sessions have been completed). The next session(s) may be controlled with Hazard Boards **(Q.5.1.1. & Q.15.1.3)**

Grids for Double Header Races. Unless otherwise stated in the final regulations of a Championship or Series run at MGCC race Meetings, with only one qualifying session the Grids for double header races, will be determined by the first race grid being formed by the fastest time set by a competitor and the second race grid by the second fastest time set by that competitor.

Safety Car. A Safety Car may be brought into operation to control or neutralize **qualifying sessions and races** upon the sole decision of the Clerk of the Course. The latest MSA operation procedure will be used. **(Q Appendix 2)**

Starting Positions: Will be as per **Q.4.6**. Where the number of entries received exceeds the maximum number of starters allowed, the Organisers will nominate reserves in the order of receipt of entries (or as per Championship Regulations) and they will be eligible to take the place of non-starters in order of nomination.

Race Grid Assembly & Start Procedures and **RACE COUNT DOWN:** Will take place in the assembly area with the 1 min board being shown. All races will complete a green flag lap (where appropriate) behind the Safety Car commencing immediately on leaving the assembly area. On completion of this lap the safety car will peel off into the pits and cars will line upon the grid, in order, before being given a 5 second board, prior to the race start. Approximately 5 seconds after this board is withdrawn the red lights will be switched on; after between 2 seconds and 7 seconds; they will be switched off to start the race. In the event of the failure of these lights a National Flag will be used to start the race. Should it be necessary to have two green flag laps drivers will be advised before leaving the assembly Area. In that instance the organisers reserved the right to reduce the race time to account for the extra lap.

For a Rolling Start procedure Should a rolling start be required for any race separate instructions will be issued either in the Final Regulations or by Bulletin and may be outlined at a briefing should one be called.

Finish Procedure: After the chequered flag is shown on the finish line cars will leave the circuit via the exit road to the paddock or Parc Fermé as instructed. Outright winners should stop, where instructed, to be interviewed. All other awards will be presented 30 minutes after the race results are published, after all judicial procedures and Technical checks have been completed, in the MG Welcome Centre. See Meeting Final Instructions for the MG Welcome Centre Location.

Penalties: Stop-Go and Drive-Through Penalties

The Clerk of the Course may impose a Stop-Go or Drive -Through Penalty for any infringement of regulations in accordance with **Q.12.6** & **Q.12.6.1**. Competitors will be advised of the location of the Stop-Go Box at each circuit. The Pit Lane speed limit will be 60 kph.

Race Stops: Should the need arise to stop any race or practice, RED LIGHTS will be switched on at the Start line and RED FLAGS will be displayed at the Start line and all Marshals Signalling Points around the Circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, which will automatically become a Parc Fermé area. Cars may not enter the Pits unless directed to do so. Work on cars already in the Pits must cease when a race is stopped; if the leader of the race completes less than two laps that part of the race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves that will start from the back of the grid and be gridded at the back of the grid in performance order, fastest driver to the front. Gaps on the grid should not be closed up. The Clerk of the Course will determine the length of the restarted race. If more than two laps are completed by the race leader, but less than 75% of its distance or duration, the race will start from a grid set out by the finishing order of part one as per **Q.5.4.2**. The result of the race will be the finishing order at the end of part 2. The Clerk of the Course will determine the length of the restarted race. If the leader has completed more than 75% of the race distance or duration, it shall not be re-started and the results will be declared in accordance with MSA Regulation **Q.5.4.3**.

If the duration of the first part of the race is more than 2 laps but less than 75% it will be in the Clerk of the Course's discretion to run the second part of the race at the end of the published program. The results of the two-part race will be the aggregate of the times of each part.

Radio Communication: The use of verbal communication by Radio or telephones between drivers and team members is prohibited in all races including Two Driver Pit Stop or Relay Races.

Sound Control: (J.5.17-18) Competitors are reminded that noise meter readings may be taken at any time during the event. Any vehicles exceeding the limits defined in **(J) App.1**, chart **5.18**, or as specified in the meeting's Supplementary or Final Regulations, cannot take part or continue to take part in the meeting.

Judges of Fact: Judges of fact will be as defined in **(G.10.2.1 – 10.3)** plus any additional Officials notified in the Final Instructions.