



## REGULATIONS APPLICABLE TO ALL CIRCUIT CAR RACING EVENTS

Organisers of all Race Meetings must comply with the following:

### 1. GENERAL

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

1.1.1. A permit application form is submitted to MI in accordance with GCR56.

1.1.2. A valid Track Licence issued by MI exists for the circuit and its conditions are fulfilled.

1.1.3. Basic safety requirements for permanent motor racing circuits are in place in accordance with Appendix105.

1.1.4. MI licenced Timekeepers and Scrutineers appropriate to the grade of the event have been appointed.

1.1.5. In wet conditions every reasonable 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.

1.1.6. All practice, qualifying and races at the event possess either a Championship Permit or Series Registration document issued by MI, or visiting series have been approved by MI.

1.1.7. Supplementary Regulations have been submitted to and approved by MI for the event.

### 1.2. Rights

The Organisers reserve the right, subject to approval of the Stewards of the Event to cancel or declare void the races if any unforeseen circumstances arise, and further reserve the right to divide or amalgamate any races, classes or heats, alter the length of any races and also without assigning a reason to refuse an entry or to debar any car/driver from competing.

### 2. RACE OFFICIALS

#### 2.1. Clerk of the Course

2.1.1. There may be more than one Clerk of the Course, but one Clerk of the Course must be nominated as the Senior Clerk of the Course responsible for the overall control of the Meeting.

2.1.2. In the case of all Race Events, the Clerk of the Course must hold a Clerk of the Course licence issued by MI and valid for the grade of the meeting.

2.1.3. The duties of the Clerk of the Course may be delegated to one or more Assistants in accordance with GCR 131.12 The names and functions of these Assistants will be given in the Supplementary Regulations or posted in a Bulletin on the Official Notice Board before the event commences.

#### 2.2. Judges of Fact

2.2.1. Judges of Fact and Timekeepers must be named and the Facts they are to judge either in the official programme, Supplementary Regulations, Final Instructions or a Bulletin published on the Official notice board. The Judges will report to the Clerk of the Course in respect of False starts (if any) and the order in which the cars cross the finishing line.

2.3. Marshals 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. Marshals should be briefed on their duties and should not wear clothing of a colour that might be confused with flag colours.

### 3. COMMENCEMENT OF COMPETITION:

No racing may take place until:

3.1. The Chief Medical Officer has reported to the Senior Clerk of the Course that the necessary doctors/paramedics, mobile ambulance units 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.

3.2. 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 or an Assistant appointed by him for such purpose, shall inspect the course and its installations.

3.3. The Clerk of the Course is satisfied that breakdown vehicles are present in sufficient numbers to cope with any incidents which may be expected having regard to the course and the number of competitors.



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

3.5. No vehicle, other than a competing car, shall be taken on to the course during a competition, unless under the instruction of the Clerk of the Course, his deputy or assistants.

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

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

## 4. SIGN ON

4.1. Drivers must present to the Race Secretary at "sign-on" and sign a form prescribed by MI.

4.1.1. Present their valid Race Competition Licence, with a valid medical date, and

4.1.2. International Medical Aptitude Certificate (if applicable),

4.1.3. Entrants Competition Licence (if applicable).

4.2. Prior to practicing any driver who has not raced on the circuit in its current configuration in a car must report to the Clerk of the Course, or his nominee, who will brief the driver before they start practice.

## 5. SCRUTINY

5.1. Before signing or attempting to sign on for a race held under the G.C.R.'s of Motorsport Ireland (MI), an Entrant / Driver must have submitted their vehicle for Safety Scrutiny at a place and time as agreed with the Chief Scrutineer. On finding that the safety of the car complies with MI regulations, an appointed scrutineer will issue the Entrant / Driver with a signed scrutiny sheet to be presented to the secretary of the event at sign on.

5.2. Any competitor not submitting his car as instructed may be fined or disqualified.

5.3. All cars and drivers must comply with Appendix 2, Article 18 of these Regulations and any approved Championship or series Regulations.

5.4. No car may be driven in the event until it has been approved by an MI Scrutineer at Safety Scrutiny.

5.5. The future condition of such vehicle will be the responsibility of the Entrant / Driver who must maintain the "Safe Status". All vehicles entered and presenting to race under the G.C.R.'s of MI will be subject to "spot check" safety / eligibility scrutiny by MI appointed scrutineers.

5.6. If, after approval for an event, any car 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. The Entrant shall be responsible for seeking such fresh approval.

5.7. In the event of an accident or collision occurring during practice or a race the car or cars involved may be required to return to parc ferme for examination.

5.8. Any car which is 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 approval of the Clerk of the Course. Furthermore, the driver concerned may not race again without the approval of the Chief Medical Officer.

5.9. No car, having been presented for scrutineering, may be taken away from the circuit before the final technical checks have been concluded for the race. Cars removed from Parc Ferme without the prior authority of the Chief Scrutineer, will be reported to the Clerk of the Course.

5.10. Where an on-board camera or other recording device is fitted to a car the fitting and the device must be examined by a Scrutineer to ensure that it is safe before the competitor takes part in practice or race.

## 6. COMPETITION NUMBERS

6.1. Competition Numbers must be displayed on each side of the car and to show forward so as to be clearly visible to the Timekeepers from the timing position. Numbers must be waterproof and in black figures on a white background.

6.2. The figures must be 23cms in height and 5cms wide. Competition numbers are subject to the approval of the scrutineers and must be in accordance with Appendix 6.

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



6.4. While the car is being driven or openly towed on public roads to or from the circuit these competition numbers must all be covered.

**6.5. Novice Drivers.**

Any car driven by a person who has not received six car race signatures ( or 5 signatures and a completed IMC course) on their National B Licence, shall place on the back of the car a yellow square, 18cm x 18cm, with a black diagonal cross, with strokes 15cm long and 2.5cm wide.

6.6. Breach of these regulations may lead to a penalty as defined in GCR 142 and 150.

6.7. In races where two or more classes are merged or take a combined start no two cars shall carry the same race number.

**7. OFFICIAL PRACTICE/QUALIFYING.**

7.1. Each Driver must complete not less than two practice /qualifying laps unless they have previously raced over the course in its current layout within the preceding twelve months.

7.2. Organisers will provide a separate practice session for each race, Championship or Series. Cars practising out of session will be placed at the back of the grid, without the addition of a time delay. If more than one driver is subject to this rule, then starting positions will be decided by the Clerk of the Course.

7.3. During practice the number of cars on track shall not exceed the number permitted to race by more than 20% unless the Track Licence specifies otherwise.

7.4. Any intending driver, who in the opinion of the Organisers, drives in any way likely to prejudice the interests of Motor Racing may be excluded and forfeit his Entry Fee. per GCR 142 and 150.

**8. TIMING**

8.1. At all times throughout the event, all competing cars shall be fitted with a working timing transponder to enable each competing car to be timed.

8.2. The transponder should be securely fitted in the approved bracket fitted in the designated place as indicated by the Chief Scrutineer or as designated in Championship or Series regulations. This must be done prior to any practice or race. It is the responsibility of the competitor to ensure that the module is working and safely fitted in a suitable position on the car.

8.3. The transponder identification number should be submitted to the Event Secretary on the Entry form.

8.4. The transponder must be of a type that is compatible with the timing equipment being used by the Chief Timekeeper and may be direct or battery powered.

**9. STARTING GRIDS**

9.1. The Supplementary Regulations or Final Instructions will specify:

9.1.1. The method of determining starting positions.

9.1.2. The maximum number of starters in each race.

9.2. Each car shall have an allotted start position in accordance with 9.3.

9.3. Starting positions will be determined by:

9.3.1. practice times, or

9.3.2. handicap, or

9.3.3. finishing order in a preceding race, or

9.3.4. selection made with the object of placing the fastest driver at the front, or

9.3.5. current positions in a Championship, or

9.3.6. ballot (by the method specified in Supplementary Regulations, Final instructions or by bulletin).

9.4. When starting positions are determined by practice times:

9.4.1. Only those times established by a driver in the car, correctly numbered, eligible and which he is driving in the race, will be recorded.

9.4.2. All competitors in an event must be given the opportunity to take part in the same practice session.

9.4.3. Any lap times 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".

9.5. In the case of championship or series having two races but with only one qualifying session, the competitors fastest time will count towards the grid position for race 1 and the competitors second fastest lap will count towards the grid position for race 2 unless Supplementary Regulations or Championship Regulations state otherwise.



9.6. Within the provisions of 7 and 9.4 the lowest practice time will be considered the best and that driver and car will be given pole position for the start, with other drivers and cars arranged in order of their times. When identical times are recorded by more than one driver in the official practice session for that race, the driver who first sets the time will receive the better starting position.

9.7. If track conditions have changed from dry to wet since official practice, drivers will be permitted one reconnaissance lap prior to the race. Drivers will be notified before the grid is formed.

### 9.9. Starting

There are two methods of starting. The Supplementary Regulations or Championship Regulations must state the method to be used.

9.9.1. Standing start. A standing start occurs when the cars are stationary on their correct grid positions, with engines running, when the starting signal is given. Timing will 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.

9.9.2. Rolling start. A rolling start occurs when the cars 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 Pace Car is instructed by the Clerk of the Course to turn off its lights and leave the circuit. Competitors must maintain formation 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 which the timing commences, when crossed.

9.10. Starting positions shall be notified as soon as practicable before the start.

9.10.1. Starting positions shall be notified on the Official Notice board.

9.10.2. Each car will be allocated its notified position on the starting grid. It is the responsibility of the driver to place his car in the correct position, unless instructed not to do so by an official appointed to control the start.

9.10.3. 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 with the permission of the Clerk of the Course. No artificial tyre heating or heat retaining devices may be used during this period.

9.10.4. The pit exit will be closed 30 seconds after the last able car leaves the entry point on to the circuit. After this time any cars and drivers exiting the assembly area will be required to start

from the pit lane after the last car has passed the pit lane exit at the start of the race. Once the countdown has commenced any car still in the pit lane or assembly area must start at the back of the field at the commencement of the green flag lap or race start, whichever is appropriate as deemed by the Championship Regulations or the Clerk of the Course.

9.11. Visual warning will be displayed as per the Regulations and/or Final Instructions. These visual warnings may be supplemented by sound signals.

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

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

9.14. For all races with a countdown of 3 minutes or less, officials and drivers are the only persons allowed on the grid.

9.15. For all starts the driver will be seated in the car with the engine running.

9.16. Any driver in position on the grid but unable to take part in the start shall indicate his difficulty by raising his arm vertically or opening his door. Marshals should warn other drivers by means of a Yellow flag. These cars may be started after the other competitors have left the grid.

9.17. For all categories of cars the start will be preceded by a formation lap. Following the display of the 30 second signal the starter will release the cars by waving a green flag. The cars will keep in grid formation during this lap with the pace set by the pole position driver. No practice starts are allowed in the course of this lap. At the end of the lap, the cars will return to their grid positions and stop with engines running.

9.18. A 5 second board will be used to indicate that the grid is complete.

9.19. The order to start will be given by signal lights, or a starting flag where signal lights are unable to be used.

9.19.1. If by signal lights, approximately 5 second after the 5 second board is withdrawn the red lights will be switched on. After a further 2 to 6 seconds the red lights will be extinguished to indicate the start of the race.

9.19.2. Red lights extinguished can be used to indicate both a standing start or a rolling start.



**9.19.3.** If by starting flag, downward movement of the starting flag (normally the National flag) will indicate the start of the race.

All competitors must be briefed on the use of this option, where it is not the usual procedure.

**9.20.** 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 only by use of the starting flag. For any circuit up to and including 3kms in length a time delay of 10 seconds is mandatory to separate the grids. For any circuit over 3kms 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 such start procedures through Supplementary Regulations or Final Instructions.

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

## 10. PENALTY FOR FALSE START

**10.1.** A false start occurs when a driver under Starters orders is either:

**10.1.1.** In an incorrect position on the grid, or

**10.1.2.** forward from the prescribed position, or

**10.1.3.** moving before the red lights are extinguished, or

**10.1.4.** in the case of a rolling start fails to maintain his correct station, or accelerates early or unevenly.

**10.2.** In the case of a false start the driver concerned shall be penalised by the addition of 10 seconds for races up to 50 Km, and 60 seconds for races exceeding 50 Km to the time taken by him to complete the course (see also 10.3). The penalty shall be notified as soon as practical to the driver, or his representative and the final classification amended accordingly. Where a race is run in more than one part false start penalties will not affect grid positions for any restart and will only be applied when the final classification is being prepared.

**10.3.** In any case where the Supplementary Regulations so provide, the Stewards of the Event shall have power to increase the amount of the above mentioned penalties or to impose other penalties within the limits prescribed in such Supplementary Regulations.

## 11. FLAG SIGNALS.

Official Signals will be conveyed to drivers by the following flag signals which may be displayed

by an appropriately coloured panel to which the competitor number may be attached.

All flags must be a minimum of 60cm x 80cm.

**11.1.1.** Blue flag - Stationary. Another competitor who is in a position to lap you is following close behind

**11.1.2.** Blue flag - Waved. Another competitor who is in a position to lap you is following you closely and is attempting a passing manoeuvre. Allow the competitor to pass unhindered.

**11.1.3.** White flag - A service car or slow moving car is on the circuit. The white flag should 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.

**11.1.4.** Yellow flag - Stationary. Danger, slow down, no overtaking. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)

**11.1.5.** Yellow flag - Waved. Great danger, slow down considerably, no overtaking, be prepared suddenly to change from the projected racing line or take other evasive action, be prepared to stop, if necessary. (This signal may be supplemented or replaced by flashing yellow light(s), as an added warning.)

**11.1.6.** Yellow flag with Red stripes - Stationary. Slippery surface ahead.

**11.1.7.** Yellow flag with Red stripes - Waved. Slippery surface imminent.

**11.1.8.** Green flag. All clear, at the end of a danger area controlled by yellow flags. It can also be used to signal the start of a formation lap.

**11.1.9.** Red flag. Immediately cease racing and proceed slowly and with maximum caution to start line or pits as instructed by marshals, being prepared to stop should the track be blocked. No Overtaking. (This signal may be supplemented or replaced by flashing red light(s), as an added warning.)

**11.1.10.** Red flag waved at individual marshal's posts. The Race has been stopped. Proceed as 11.1.9 above. No Overtaking.

**11.1.11.** Black flag with Orange disc displayed with number. A warning of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must present at the designated area on the next lap where repairs may need to be carried out before restarting.

**11.1.12.** Black and White Rectangular flag split diagonally and displayed with a number.



A warning, to the driver of the car bearing the number that his behaviour is suspect and that he may be Black-flagged on further reports.

**11.1.13.** Black flag displayed with a number. The driver must stop at the designated area within one lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by removing a car from the race by display of the Black flag. The penalty for ignoring the black flag shall be exclusion from the race.

**11.1.14.** Black and White Chequered flag. End of Race or session.

**11.2.** At an incident where the track is obstructed, or marshals are working at the trackside; the attention of drivers should be gained by the deployment of a Waved Yellow at the Flag Post preceding the incident.

**11.3.** This should be reinforced by deploying a Stationary Yellow at the post prior to where a Waved Yellow is shown. NB. In very serious cases, this flag may be supplemented by a waved yellow flag at this post.

**11.4.** A Stationary Green should be deployed at the post immediately after the incident.

**11.5.** 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, followed by a stationary green.

**11.6.** The Clerk or Deputy Clerk of the Course has exclusive authority to deploy the following flags: Start Flag (National Flag), Chequered Flag.

**11.7.** Red Flag, Black & White Flag and Black Flag should only be deployed with the approval of the Clerk of the Course. The stewards should be notified.

**11.8.** Hazard Area Board: A warning of a hazard that was not present when the practice/race commenced.



## 12. SAFETY CAR.

**12.1.** The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course.

**12.2.** For the purpose of these regulations the Safety Car will be located in accordance with the current track licence for the circuit, will enter and exit the circuit from this position and Safety Car (SC) boards and a stationary yellow flag will be shown initially from the Start line. If for safety or other relevant reasons a change in regulations is required a specific drivers and observers briefing will be given at the event, detailing the exact procedure to be used.

**12.3.** On the order from the Clerk of the Course, the Safety Car will join the circuit with its **yellow/amber lights illuminated**, regardless of where the race leader is.

**12.4.** When the order is given to deploy the Safety Car a stationary yellow flag and SC board will be displayed at the start/finish line and at each flag post on either side of the start/finish line. Once the yellow flag and SC board is displayed at a flag post, each preceding, or subsequent flag post, should also display a yellow flag and SC board.

**12.5.** Flashing yellow lights may also be used at the Startline and at other points around the circuit.

**12.6.** Each time the Safety Car passes a flag point the yellow flag will be waved continuously while the Safety Car and all competing cars following it remain in the section between this point and the next flag point.

**12.7.** 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, not 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.

**12.8.** 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.

**12.9.** While the Safety Car is in operation competing cars may stop at their Pit, but may not rejoin the track while the Safety Car and the line of cars following it are passing the Pit Exit. A car



rejoining the track will proceed at reduced speed and without overtaking until it reaches the end of the line of cars behind the Safety Car.

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

**12.11.** When the Clerk of the Course calls in the Safety Car it will extinguish the yellow flashing lights prior to exiting the circuit. (It is recommended that this is prior to the 2nd last corner on the circuit) and the lap should be completed with the lights extinguished.

**12.12.** Following the withdrawal of the Safety Car and prior to passing the Green Flag, the race leader will maintain the pace and should maintain a gap of no more than 5 car lengths. To minimise the likelihood of accidents before the Safety Car returns to the pits, from the point at which 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 start.

**12.13.** When the Safety Car pulls off the circuit a green flag will be waved at the start line. All flag posts will withdraw their yellow flag and SC board, in both directions and replace them with a stationary green flag for one lap.

**12.14.** Overtaking remains strictly forbidden for each competing car until it passes the green flag at the start / finish line.

**12.15.** Each lap covered while the Safety Car is in use will be counted as a race lap, unless specified to the contrary in the Supplementary Regulations or Championship regulations. When a race is for a specified period of time the length of the race will not be extended.

**12.16.** 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 into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

**12.17.** Should it be necessary to stop a race during 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, when the Safety Car comes to a stop at a position indicated by the Safety Car Observer (usually either the grid or Parc Ferme), all competing cars must stop behind it unless otherwise directed.

**12.18.** In exceptional circumstances the following may apply:

**12.18.1.** The race may be started behind the Safety Car. Its flashing yellow/amber lights will be turned on at the two minute signal. This to signal to the drivers that the race will be started behind the Safety Car which will remain in front of the grid for 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 car lengths apart. The race is deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

**12.18.2.** Cars will leave the grid in single file 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 the original starting grid order. If a car falls to the back of the grid, it must remain in that position.

**12.18.3.** Any car(s) delayed leaving the grid may not overtake another moving car, if stationary after the remainder of the cars have crossed the Start/Finish line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

**12.18.4.** 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.

**12.18.5.** The "SC" boards and Yellow flags will be displayed at Marshal's posts around the circuit until the Clerk of the Course withdraws the Safety Car in accordance with Articles 12.10 to 12.12.

**12.18.6.** All laps undertaken in this start procedure will be counted as race laps.

**12.19.** Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time while 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.

**12.20.** The Clerk of the Course for the race may impose a penalty upon any competitor or team who they consider has gained an unfair advantage whether inadvertently or not from a breach of these Safety Car Regulations. In the event where one competitor breaches these Safety Car Regulations for the benefit of another competitor, both may be penalised.



## 13. RESULTS

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

**13.2.** After receiving the signal for the end of race or practice, cars will maintain station and proceed at reduced speed directly to Parc Ferme unless the Supplementary Regulations specify otherwise. Any vehicle which did not complete the practice or race must also proceed to Parc Ferme unless advised to the contrary by an Eligibility Scrutineer or Chief Scrutineer. Only the driver and officials are granted access to Parc Ferme, unless a team member is requested by the Scrutineer to be present.

**13.3.** The race will be considered finished three minutes after the first display of the end of race signal. Classification will be decided by the number of laps completed by each competitor, and where there is equality in the number of laps, by the time taken. Only cars that have covered at least three quarters of the race distance or duration covered by the class winner and crosses the Finish line, not in the Pit lane, under their own power will be classified as a finisher.

**13.4.** If any competitor on his final lap is prevented by a stop signal from proceeding to the finish line, his placing shall be determined from his time at the start of the lap.

**13.5.** Should the end of race signal inadvertently be displayed before the leading car completes the scheduled number of laps or the prescribed race time has been completed, the race will nevertheless be deemed to end the moment the signal is deployed.

**13.6.** Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the published race distance or duration and the competition classified accordingly.

**13.7.** Competitors must remain available at the event until any protest period relating to their event has elapsed, failing which any judicial action against or relating to that competitor may be heard in their absence. If a competitor wishes to leave the circuit before the expiry of the protest period, permission must be sought from the COC.

## 14. STOPPING A RACE

**14.1.** Any race can be stopped at the sole discretion of the Clerk of the Course by ordering the display of the Red flag at the Start/Finish line.

**14.2.** 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 at all Marshal Signalling Points around the Circuit. When red flags are deployed all competitors will immediately cease circulating at racing speed and if during a practice session, will return to Pit Lane or if during a race, will return to the Grid.

**14.3. Case A.**

Less than 2 laps completed by the race leader. The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart will be replaced by reserves that will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race shall be determined by the Clerk of the Course but under normal circumstances the race distance will be reduced by at least two laps.

**14.4. Case B.**

More than 2 laps completed by the race leader but less than 75% of the total distance or duration. The race will restart from a grid set out by the finishing order of part 1. The result of the race will be the finishing order of part 2. The final result will not be aggregated. The grid shall be based on the order of crossing the Finish line at one lap less than the number of laps completed by the leader at the time of the showing of the Red flag. The length of the restarted race will be determined by the Clerk of the Course but under normal circumstances the remaining race distance will be the original distance, less the first part, less at least two laps.

**14.5. Case C.**

If the race leader has completed more than 75% of the race distance or duration at the time of the stoppage, the race may not be restarted unless the Clerk of the Course deems it appropriate to restart the race. If the race is not restarted the finishing order shall be based on the order of crossing the Finish line at 1 lap less than the number of laps completed by the race leader at the time of the showing of the Red flag.

**14.6.** Only Cars running under their own power at the time the Red flag is shown will be allowed to restart the race, or be classified in the final results subject to 14.7

**14.7.** A competitor not running under their own power when the race was stopped may petition the COC for reinstatement, if such situation was caused by forces outside the vehicle.

**14.8.** A competitor who is deemed to have caused a red flag may only be allowed to restart at the discretion of the Clerk of the Course.





**14.9.** In the interval between stopping and restarting the race cars may return to the pit area for repairs. They may not return to the grid but may join from the pit lane after all the other cars have started. Non-runners at time of stopping must return to the pit lane and may restart from there behind those referred to above if approved to do so by a Scrutineer. No work may be carried out on the grid unless on grounds of safety and with the approval of a Scrutineer.

## 15. DRIVERS BRIEFING/MEETINGS.

Competitors must attend any meeting or briefing where this is required, in the Final Instructions, indicated on the official notice board, by the Clerk of the Course, or by the Stewards of the Event.

## 16. TRACK REGULATIONS

**16.1.** A driver must at all times drive in a manner compatible with general safety and any penalty incurred under these regulations shall not prevent any appropriate action under GCR 139, in respect of careless, reckless or dangerous driving.

**16.2.** A car alone on the track may use the full width of the said 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 the blue flag. Any driver who appears to ignore the blue flags will be reported to the Clerk of the Course.

**16.3.** Overtaking, according to the circumstances, may be carried out on either the right or the left. A driver may not deliberately leave the track without justifiable reason. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car 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 appears guilty of any of the above offences will be reported to the Clerk of the Course.

**16.4.** 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.

**16.5.** Should a car leave the track for any reason, and without prejudice to 16.6 below, the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

**16.6.** Causing a collision, 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 the Course and may entail the imposition of penalties up to and including the exclusion of any driver concerned.

**16.7.** 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.

**16.8.** Track Limits. Breach of track limits may be penalised as follows:

First Offence  
– No penalty

Second Offence  
– Warning Flag

Third Offence  
– 5 second penalty (Zero penalty points)

Fourth Offence  
– Drive through penalty (Zero penalty points)

Fifth Offence  
– Exclusion from race

**16.9.** Except in cases of force majeure (accepted as such by the Clerk of the Course), any line painted on the track at the pit exit for the purpose of separating cars leaving the pits from those on the track must not be crossed by any part of a car leaving the pits.

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

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

**16.12.** 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 re-joining the race, this must be done without committing any breach of the regulations and without gaining advantage.

**16.13.** No vehicle able to proceed under its own power shall be stopped either on track or the



verges of the course but shall proceed to the pits or paddock unless in doing so it causes a hazard to other competitors.

**16.14.** During the race, fuel, oil, water, spare parts or outside assistance (other than in accordance with 16.12) must not be obtained other than in the pits.

**16.15.** The Clerk of the Course shall ensure that after every accident or incident involving a competing vehicles the following are informed:

**16.15.1.** The Chief Scrutineer where mechanical failure is suspected, mechanical damage is substantial, or the completion of a serious incident form is necessary.

**16.15.2.** The MI Steward of the Meeting where there is injury involving treatment beyond the capability of the venue staff or where judicial action is likely or has been taken.

**16.16.** No vehicle or driver involved in a serious incident shall continue in practice or competition nor may leave the venue, without the approval of the Chief Scrutineer or Chief Medical Officer, as appropriate. Full details of such approval must be included in the Stewards report to MI.

**16.17.** At the conclusion of each race each Marshal post shall report any incidents to the Clerk of the Course. Marshals shall also pay attention to driving standards.

**16.18.** At Race Circuits where specialised “snatch” vehicles are used all such vehicles must be operated by suitably trained personnel and under the protection of Yellow flags, or by neutralisation of the race.

**16.19.** Live “snatch” is prohibited for : single seaters and open sports cars without a full roll cage.

## 17. “STOP – GO “ AND “DRIVE THROUGH” PENALTIES.

**17.1.** The Clerk of the Course has the authority to impose a Stop-Go or Drive Through penalty and the following procedure must be adopted:

**17.2.** The COC shall immediately instruct the appropriate start line official to display the black flag and the competitor’s number on a board clearly marked with the words Stop and Go or Drive Through. This board will be displayed to the entire field and for a maximum of 3 laps.

**17.3.** The officials will clearly display the board to the pit lane in order to inform all present of the decision. The COC shall also advise the pit crew in writing as soon as reasonably possible.

**17.4.** The relevant driver must then come to the designated area as defined in Final Instructions within one complete lap of the display of the Black Flag and must proceed to the designated area without stopping elsewhere in the pit lane and remain there for the period of the time penalty. Upon the designated signal, the driver shall re-join the race without calling at his pit.

**17.5.** The driver who receives a Drive Through penalty must enter the pit lane and re-join the race without stopping.

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

**17.7.** Unless the driver has already entered the pit lane in order to serve the penalty, prior to the display of the Safety Car board at the Start/Finish line, the driver may not serve the penalty until such time as the penalised car 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 one lap maximum.

**17.8.** Failure to comply with this procedure, or stop within 1 lap of the flag being displayed may result in additional penalties being applied in accordance GCR’s 142 & 150.

**17.9.** A time penalty of not less than 10 seconds to be added to the competitor’s finishing time will replace the above procedure if there are 2 or less laps remaining in a race.

## 18. DRIVERS EQUIPMENT

**18.1.** A driver shall throughout the competition wear the undernoted items, properly fastened, and positioned:

**18.1.1.** A crash helmet to a standard specified in the current regulations and bearing an MI Safety Helmet Approval sticker, which fits properly and is in a serviceable condition ( See Appendix 2 Article 17).

**18.1.2.** An FIA approved head restraint device, fitted in accordance with FIA regulations (See Appendix 2 Article 17.3).

**18.1.3.** Current FIA homologated flame retardant overalls, underwear, socks, balaclava, and gloves . Flame retardant overalls must cover the arms to the wrists, the legs to the ankles and the torso the neck during the competitive sections of the event. (See Appendix 2 Article 23).

**18.2.** All items must be produced for inspection and approval at Scrutiny. Any driver found not complying with these regulations shall be penalised by the the imposition of any of the penalties listed in GCR 142.



CIRCUIT RACING  
APPENDIX 40

40