

Ginetta Heritage Race REGULATIONS

1.1 Title & Jurisdiction:

The GINETTA HERITAGE RACES are organized and administered by the British Automobile Racing Club Ltd (BARC) in accordance with the General Regulations of the Royal Automobile Club Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and these Regulations. The organizers reserve the right to issue additional statements clarifying items in the rules and regulations and all such statements will be issued to all registered drivers by posting to the address details on the registration form.

Race Status: **National B**

1.2 Officials:

1.2.1 Coordinator: Spadge Hopkins I.Eng MIET. Ginetta Heritage Ltd

1.2.2 Drivers Reps: Paul Goodrum
Others TBA

1.2.3 Eligibility Scrutineer: Spadge Hopkins Ginetta Heritage Ltd

1.2.4 Race Stewards: T.B.A.

1.3 Competitor Eligibility:

1.3.1 Entrants must be in possession of a valid 2009 MSA Entrants License.

1.3.2 All necessary documentation must be presented for checking at all rounds when signing-on.

1.4 Awards:

1.4.1 All awards are to be provided by Ginetta Heritage Ltd

1.4.2 Prize Money: None

1.4.3 If more than one race is run per meeting the results may be combined.

Depending upon the number of entries, trophies for similarly combined results may also be awarded:

- 1st, 2nd, and possibly 3rd in each class depending numbers entered.
- Spirit of the 60's award.
- Vehicle presentation award.
- Road arrival prize.

1.4.4 Entertainment Tax Liability: Not Applicable

2. TECHNICAL REGULATIONS

2.1 Introduction

2.1.1 The following Technical Regulations are set out in accordance with the MSA specified format.

2.1.2 All cars must be deemed eligible by SPADGE HOPKINS eligibility scrutineer of Ginetta Heritage.

2.1.3 Cars eligible for entry to Ginetta Heritage are all non-current production models of Ginetta including those produced by Ginetta Cars Ltd and Dare UK Ltd.

The class structure is as follows:

Class A	up to 1100cc (e.g. G4 & G15)
Class B	up to 1750cc NO twin cam's (e.g. G4 & G21)
Class C	lotus twin cams (G4R & G12)
Invitation Class	All other eligible Ginetta / Dare cars

2.1.4 Whilst the Eligibility Scrutineer is empowered to check all competing vehicles for compliance and has been provided with the data to determine the continuing eligibility of each car, the onus of responsibility for the eligibility of vehicles competing in this Series, rests with the Entrant / Competitor. In the event of a dispute concerning the compliance of a vehicle with these Regulations, the onus will be on the Entrant / Competitor to satisfy the Organizers with regard to such compliance, and NOT the Organizers to prove non-compliance.

2.1.5 Any infringement of these Technical Regulations will render the competitor liable to penalties as defined in Article 4.1 of the Sporting Regulations.

2.2 General Description

2.2.1 The Ginetta Heritage race series is for all non- current Ginetta / Dare race cars that are deemed to fit with the spirit of the series. The aim is to have fun, racing in a safe and friendly manner in order to enjoy these wonderful cars and display them to our adoring public!

2.3 Safety Requirements

2.3.1 The cars must also comply with the following safety requirements of Section C(c) of the 2009 MSA Yearbook:

C(c) V CC Roll cage in accordance with the 2009 MSA yearbook

C(c)45 Six Point safety harness in accordance with G125.

C(c) Table 56 (b) Plumbed in 2.25 litre fire extinguishers system. This system must be in the 'armed' condition (i.e. be capable of being operated without the removal of any safety device) at all times whilst competing or practicing. The fire extinguisher cannot be disarmed in any Parc Fermé area without the specific permission of the

Series Scrutineer. Any system found to be incapable of being operated, by virtue of the imposition of a safety device (e.g. pin) having been made whilst the vehicle is either competing or in Parc Fermé, will be subject to report to the Clerk of the Course for possible penalisation as an offence against Safety Regulations.

C(c)58-65 Single fog lamp

C(c)75-76 External Circuit Breaker

C(c)103-104 Head restraint

The attention of all competitors is drawn to Articles C(c)77-86, C(c)87-99, and C(c)101 of the MSA Yearbook, relating to overalls, crash helmet and visors.

2.4 Tyres

2.4.1 Tyres permitted are any MSA Blue Book Section (C(e) Tyres list 1A/1B or Dunlop Historic Race Tyres WHICH ARE STRONGLY ENCOURAGED!!

Tyres must have a minimum of 60 profile, Tyres of the same type / compound must be fitted on both axles.

2.4.2 The use of tyre heating equipment / heat retention devices, tyre treatments or compounds, is prohibited.

2.5 Presentation

2.5.1 Having due regard to the best interests of the Series, its image, and safety, competing cars are to be presented in a mechanically and visually acceptable condition. Organizers reserve the right to insist that such standards of presentation are maintained, as a condition of racing within the GINETTA HERITAGE SERIES.

2.5.2 Competitors must supply their own roundals. One must be affixed to each side of the car, on the doors. The third must be located to the front / top aspect of the car so as to be clearly visible. Competition numbers must be affixed to these roundals.

2.5.3 other stickers on the cars are discouraged to help create a historic, stylish and attractive grid of these fabulous cars.

3. SPORTING REGULATIONS - JUDICIAL PROCEDURES

3.1

In accordance with Section C(d) of the 2009 MSA Yearbook and these regulations.

4. SPORTING REGULATIONS - RACE MEETING & RACE PROCEDURES:

4.1 Entries:

4.1.1 Competitors are responsible for sending in correct and complete entries with the correct entry fees as per the entry form.

4.1.2 Incorrect or incomplete entries (Including Driver to be Nominated Entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

4.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of Entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

4.1.4 The Entry Fee shall be £TBA but very good value!

4.1.5 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All reserves will practice and replace withdrawn or retired entries in Reserve Number order irrespective of class. If any Reserves are given Grid Places prior to issue of the first Grid Sheets for any round the times set in practice shall determine their grid positions. If Reserves are given Grid Places after publication of the Grid Sheet and prior to cars collecting in the Official "Assembly Areas" they will be placed at the rear of the Grid and will be started WITHOUT any time delay. Otherwise they will be held in the pit lane and be released to start the race after the last car to start the GREEN FLAG LAP or last car to take the start has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.

4.2 Briefings:

Organizers should notify Competitors of the times and locations for all briefings in the Final Instructions for the meetings. Competitors must attend all briefings.

4.3 Qualifying:

3.3.1 The minimum period of qualifying to be provided is to be as specified in the MSA Regulations in respect of circuit lengths Should any Qualifying Session be disrupted the Clerk of the Course shall not be obliged to resume or re-run sessions to achieve the race/championship criteria and the decision of the Clerk of the Course shall be final.

4.4 Qualification Criteria:

4.4.1 Each driver should complete a minimum of 3 laps qualifying in the car to be raced and in the correct session in order to qualify for selection and order of precedence as set out in the MSA Regulation G15. The Clerk of the Course and/or Stewards of the Meeting shall have the right to exclude any driver whose practice times and/or driving are considered to be unsatisfactory - as per MSA Regulation G15.

4.4.2 For the purposes of setting grid positions for the race / s, the best time recorded in practice will form the grid position for race 1 and the second best time recorded will set the grid position for race 2.

4.5 Races:

4.5.1 The standard minimum scheduled race distance shall be **15 minutes** whenever practicable.

4.6 Starts:

4.6.1 All race start countdowns are to have a minimum elapsed period of 5 minutes from the time that all cars are released to form up on the grid to the start of the green flag lap(s) in the formation as specified on the Track License for each circuit.

4.6.2 The countdown procedures/audible warnings sequence shall be:
All starts will be **Standing Starts**:

3 minutes to start of Green Flag/Pace Lap - Close Pit lane Exit
2 minutes to start of Green Flag/Pace Lap - Clear Grid Warning/Grid Closed
1 minute to start of Green Flag/Pace Lap - Start engines/Clear Grid
30 seconds - Visible and audible warning for start of Green Flag/Pace Lap

4.6.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited.

4.6.4 Any cars removed from the grid after the 3 minute stage or driven into the pits on the Green Flag Lap shall be held in the and may start the race after the last car to take the start from the grid has passed the start line or the pit lane exit, whichever is the later.

4.6.5 Any drivers unable to start the Green Flag/Pace Lap or Race Start are required to indicate their situation as per MSA Regulation G53. and any drivers unable to maintain their grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started with a time delay.

4.6.6 Excessive weaving to warm up tyres - using more than 50% of the track width and falling back in order to accelerate and practice starts - is prohibited.

4.6.7 A 5 second board will be used to indicate that the grid is complete. The red lights will be switched on 5 seconds after the board is withdrawn. In the event of any starting lights failure the starter will revert to the use of the National Flag.

4.7 Race Stops:

4.7.1 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 Marshals Signaling 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 return to the starting grid area that 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.

4.7.2 Case A - Less than two laps completed by Race Leader:

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 who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The Clerk of the Course will determine the length of the restarted race.

4.7.3 Case B - More than two laps completed by Race Leader but less than 50% of race distance completed:

The race will restart from a grid set out in the finishing order of part one. The result of the race will be the finishing order at the end of part two. The result will not be aggregated. The Clerk of the Course will determine the length of the restarted race.

4.7.4 If the leader has completed more than 50% of the race distance or duration it shall not be restarted and the results will be declared in accordance with MSA Regulation G23.

4.8 Re-Scrutiny:

All vehicles reported involved in contact incidents during practice or race must be represented to the Scrutineers before continuing in practice or race.

4.9 Pits & Pit lane Safety:

4.9.1 Pits: Entrants must ensure that the MSA, Circuit Management and Organizing Club Safety Regulations are complied with at all times.

4.9.2 Pit lane: The outer lane or lanes are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to take all due care and drive at minimum speeds in pit lanes.

4.9.3 Refueling: May only be carried out in accordance with MSA Regulations G67-70. Circuit Management Regulations and the SR's or Final Instructions issued for each Circuit/Meeting.

4.10 Race Finishes:

After taking the Chequered Flag drivers are required to: Progressively and safely slow down, remain behind any competitors ahead of them, return to the Pit lane Entrance/Paddock Entrance as instructed, comply with any directions given by Marshals or Officials and keep the helmets on and harnesses done up while on the circuit or in the pit lane.

4.11 Results:

All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released by Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

4.12 Timing Modules:

4.12.1 All competitors will be required to fit an Electronic Self Identification Module (Transponder) to their car for the purposes of accurate timing. The Modules must be in place and functioning correctly for all qualifying practice sessions and races.

4.12.2 Any competitor who fails to fit a transponder to their car may not necessarily be timed by the official timekeepers for the event, at their discretion. In such a case, the competitor may start the race from the back of the grid but also, may not necessarily feature on the results of the race, irrespective of their finishing position.

4.12.2 Competitors may not place electronic timing equipment within five metres of the official Start, Finish or any other official timing lines at any event or test session/day. Any such equipment placed within these zones will be removed.

4.13 Safety Car

4.13.1 The Series Clerk of the Course reserves the right to introduce the Safety Car at any time during a race until such time as the race leader has completed 80% of the scheduled race distance.

4.13.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.

4.13.3 The Safety Car will be driven by a driver holding a racing license commensurate with the status of the race and crewed by an appointed Safety Car Observer who will be in permanent contact with the Series Clerk of the Course.

4.13.4 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.

4.13.5 As soon as the order is given to run the Safety Car, all flag posts (including the Start Line) will display a stationary yellow flag and an "SC" board, which will remain out until the intervention is over. These boards and flags will go out in order from the Start/Finish line in the directional flow of the circuit in front of the Safety Car. Until a driver is within a yellow flag zone racing may continue.

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

4.13.7 The Safety Car intervention period is deemed to start when a competitor passes the first SC Board on the track and is deemed to be over when a competitor passes the Green Flag at the Start/Finish line on the track. All competing cars when notified of the Safety Car intervention (by flag signals and SC boards) will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signaled to do so and continue at reduced speed until it reaches the line of cars behind the Safety Car. Overtaking and/or overlapping of any competing car during a Safety Car intervention is forbidden.

4.13.8 When the Clerk of the Course decides to call in the Safety Car, the SC board and stationary yellow flag on the Start Line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in the directional flow of the circuit after the last car in the Safety Car train has passed. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap. The Safety Car will not complete one full lap of the circuit with its lights off.

4.13.9 A Green Flag will be waved on the Start Line and overtaking and/or lapping remains forbidden until each of the competing cars pass the Green Flag on the Start Line.

4.13.10 While the Safety Car is in operation, competing cars may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on. It will be on at all times except when the Safety Car and the line of cars following it are about to pass or are passing the Pit Exit or at the end of the intervention until the last car has passed the Pit Exit having passed the waved green flag. All cars rejoining the track whilst the Safety Car is in operation must proceed at reduced speed until reaching the end of the line of cars.

4.13.11 All cars must maintain the same speed as the Safety Car whilst in convoy and the same speed as the car in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Startline all competitors should maintain a maximum distance of one car's length from the car in front. At no time during the procedure may any part of a competitors car overlap with any part of a car of another competitor or the Safety Car.

4.13.12 The SERIES Clerk of the Course may impose a penalty upon any competitor or team who he considers has gained an unfair advantage whether inadvertently or

not from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalized.

4.14 Driving Standards

4.14.1 Any competitor who is reported to be involved in cases of contact, which in the opinion of Officials is avoidable, may be subject to the following immediate penalties:

4.14.2 During practice and / or qualifying: The competitor concerned will be Black Flagged and may be prevented from taking any further part in that session

4.14.3 During race: The competitor concerned will be penalized by way of a drive through penalty in accordance with MSA Regulation G65.

4.14.4 A drive through penalty being imposed will be notified by the use of a Black Flag or Black Flag and Penalty Board and must be taken within 3 laps of the notification being given. It will involve the competitor entering the pitlane, observing the pitlane speed limit between the 'in' and 'out' control lines, and exiting the pitlane to rejoin the race, without stopping at his / her pit.

4.14.5 Failure to comply with the imposition of a drive through penalty, may result in exclusion from the race in question

4.14.6 In the event that a penalty described above cannot be imposed for operational reasons during a race (i.e. within 5 minutes of the end of a race), the competitor concerned may be given a 30 second elapsed time penalty (and relative Licence Penalty Points) as an alternative.

5. RACE PENALTIES:

5.1 Infringements of Technical Regulations:

5.1.1 Arising from post practice Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C(d)36.

5.1.2 Arising from post race Scrutineering or Judicial Action:
Minimum Penalty: The provisions of MSA Regulation C(d)39 (a) and (b).

5.2 Infringements of non-technical MSA Regulations and the Sporting Regulations issued for the SERIES.

As per 2009 MSA Judicial Procedure Regulations and these Regulations.

6 APPENDICES

The following Commercial Undertakings are not subject to the Judicial Procedures of either the SERIES Stewards or the MSA / MSC

6.1 SERIES Contacts and Race Organizing Clubs

Vehicle Manufacturer / Drivers Rep:

Ginetta Heritage Ltd
Black Barn
Saxtead Road
Framlingham
Suffolk
IP13 9PU
Tel: 07831 843922
www.ginettaheritage.co.uk

Eligibility Scrutineer:

Spadge Hopkins
Ginetta Heritage Ltd
Black Barn
Saxtead Road
Framlingham
Suffolk
IP13 9PU
Tel: 07831 843922
Spadge@ginettaheritage.co.uk

Series Organizer:

British Automobile Racing Club
Thruxton Circuit
Andover
Hampshire SP11 8PN
Tel: 01264 882200
Fax: 01264 882233
E-mail: competitions@barc.net

Series Coordinator:

Spadge Hopkins