

Incorporating
The Border Counties League.
Track and event guidelines

The following should be used as guidelines for tracks in the Border BRCA Regional 1/8 Rally-cross series 2007 they are not mandatory but a guide to running a series with all events working to the same standards and allowing drivers to appreciate an event based on a national style of organisation.

Entrants will be required to provide proof of BRCA membership. Any driver, marshal or mechanic that will be within the track vicinity [including the pit lane] at any time, must be a BRCA member.

1. TRACK AND SAFETY

The track should be marked out clearly and constructed in such a manner that it is not possible to cut corners. It must be totally enclosed by a safety fence, doubled up where there is a danger of cars hitting the fence at high speed. Where the racing may be watched by the general public, extra precautions should be taken, i.e. straw bales or tyres, etc. If jumps are to be used, they must be sited with safety in mind and be as wide as the track. They must have a way down [not a sheer drop]. Any club should rake off grass where grass cutting machinery that fails to collect the grass cuttings has been used before racing commences. Additional raking of the track, if required, should take place after practice and, if necessary, after qualification has taken place, and before the finals commence.

2. A minimum of ten marshalling points will be located on the track and should themselves adequately cover the track (since only ten points will be used for finals). Marshal points 11-14 shall also be positioned, but be considered supplementary to the main ten points. When positioning marshalling points, consider safety and appropriate fencing [i.e. do not position them at the end of a straight where cars are using maximum speed]. Also, enable the marshal to see at all times the corners he/she is supposed to be marshalling [i.e. not looking behind]. Remember that the drivers need a clear view of the track at all points.

[A] Tracks must be a minimum of 4 metres wide and at least 250m long when walking the shortest route. (Guidance to organisers: should aim for a lap time of minimum 35 seconds). There may, however, be a single point of the track layout where the width may be reduced by 1 metre [i.e. to 3 metres] for a maximum length of up to 10 metres.

[B] Spectators and marshals are to be protected from the risk of being hit by cars. A suitable safety fence is to be constructed to protect marshals in dangerous areas such as the end of the straight, or points where traffic on another part of the track is travelling towards the marshal from behind.

[C] Track markers should be such that they minimise the risks of cars becoming airborne and to minimise the risk of damage to cars.

[D] The rostrum must be a minimum of 6 metres in length, 6 feet high and able to accommodate 14 drivers safely (i.e. with good margin). The front must have a safety rail and the floor should be constructed of solid material. All steel-constructed rostrums must be fully earthed in at least two places. The rostrum should be marked into equal sections so that 14 spaces are marked out, enabling drivers to see which space is available to use.

[E] Any person inside the safety fencing must be directly involved with the racing, i.e. marshals and mechanics. At the start of a heat or final, mechanics, on the release of the cars, must return to the pits as soon as possible and marshals must be standing at their designated points.

[F] Track features will be 'vetted' by the Clerk of the Course before the commencement of a meeting and, with the agreement of the majority of Committee Members present, removed if deemed necessary.

[G] No car shall be used outside of the track vicinity at any time of a race week-end (including periods when the race event is not taking place). Failure to adhere will result in disqualification from that event, and the associated point deduction. A small controlled area can be set up for use, to be completely fenced in by double fencing, at the Race Organiser's discretion. This is not compulsory on the Race Organiser.

[H] No motorised bike/bicycle/scooter is allowed to be used within or outside of the track vicinity at any time of a race week-end (including periods when race event is not taking place). Failure to adhere will result in disqualification from that event, and the associated point deduction. This does not include motorised vehicles required for disabled members of the public.

[I] an adequate First Aid box must be provided and organisers should be fully aware of local arrangements for the treatment of casualties.

[J] A fire extinguisher & blanket must be kept close to the rostrum/pit lane at all times.

2. DRIVERS-BRIEFING

A Drivers' Briefing will be held prior to the start of Practice. The Race Officials should be introduced to all competitors; The Race Director will give the drivers' briefing .

3. TRANSPONDERS AND LAP COUNTING

[A] All competitors are advised to use personal AMB transponders. It is the drivers responsibility to ensure that the transponder is attached to the car for practice, qualifying and finals, and that it is the same as that entered on the entry Form (or subsequent written notification where changed). It is the drivers' responsibility to ensure that the transponder is working at all times during a race. Any replacement changes that need to be made to the transponder used by a competitor have to be notified to Race Control, in advance of that transponder being used.

[b] It is the driver's responsibility to ensure that his/her car and its transponder pass across the timing line supporting the computer aerial for each lap of the track completed. The car must actually cross the timing line between the track markings to have been deemed to complete the lap. If any parts, such as carbon fibre stone guards are fitted, it is the driver's responsibility to ensure they do not interfere with the lap timing equipment.

[c] Clubs will provide handout transponders to drivers who do not have personal transponders and will ensure they are correctly charged, it is the driver's responsibility to ensure that the transponder is securely fastened to the car for

practice, qualifying and finals.

[d] Organisers are to provide a supply of adhesive numbers for the cars.

4. PRACTICE

Practice will be run in heat format for 5 minutes. At the end of practice, all cars will be called to the pits and must immediately follow that instruction.

Drivers are to sign in by the start of Practice to notify race organisers that they are competing on the day.

[A] Drivers and mechanics should wait until the rostrum and pit lane have been vacated before taking up their positions. Radio equipment may be turned on during the prior heat and engines started, as frequency clearance on the prior and following heats should exist.

[b] On completion of their heat, drivers should go immediately to the marshal point of their car number and relieve the existing marshal. Marshals need to be at their posts prior to one minute to the start of the following race. Failure to do so will result in the loss of the driver's best qualification round score.

No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. should not return cars to the pit lane] or at the end of a race should not leave until a replacement arrives. Marshals should wear the distinguishing tabards provided. The highest heat number will marshal heat one and marshals must be in place for Practice. No person under the age of 12 is allowed on the track or in the pit lane and driver's under-12 are responsible for providing a suitable marshal. Drivers will marshal the appropriate race themselves, unless agreed by the Race Director.

[c] At the end of each round, qualifying times and positions will be published, as will the points scores.

5. FINALS

[A] Race Control and not the Start Marshal have ultimate say over the start times of each race. When called to the start line by Race Control, the cars must return immediately to their start line mechanic.

[b] When appropriate, Race Control will commence a count down from 10 and the Starter will indicate with a flag each increment. At 3 the starter's flag will be on the ground and Race Control will call 'cars down'. The mechanics must then place the cars on the track, release them and step back. The count continues to zero when Race Control will start the race by an audible sound [e.g. horn] and the Starter will raise his flag. The race is started by the signal from Race Control, not the Starter's flag.

[c] Any car that moves forward may be subject to a penalty.

[d] If a car jump starts the start sequence, a 10 second stop/go penalty will be awarded. Similarly, if a car is not placed as close to the track markings as possible [i.e. not towards the centre of the track to gain an advantage], then a 10 second stop/go penalty will also be awarded.

[e] Officials may call a restart if they deem it necessary.

[f] Once the countdown has commenced, no mechanic/car may cross between the start grid and pit lane in either direction until the start is underway and all cars have passed. Failure to adhere to this rule will result in a 10 second stop/go penalty. A car starting from the pit lane may only join the race when all other competitors have passed the pit exit.

[g] The race will be considered complete when all the cars on the track next cross the timing line after the allotted race time has elapsed. The car must actually cross the timing line between the track markings to have been deemed to finish the race. No car may be pushed over the line. Any car that is manually aided over the timing line at ANY time during the race will lose that lap counted. Other penalties may apply [see Section 15].

[h] Drivers moving up may have to make a frequency change.

[i] on completion of their final, drivers not progressing to the next final should go immediately to a marshal point to relieve the existing marshal. No marshal shall leave their point whilst fulfilling their marshalling duties [e.g. to return cars to the pit lane] or at the end of a race until a replacement arrives. Marshals should wear the distinguishing tabards provided. The A Finalists will marshal the first final that runs. Points 5 to 14 will be set out. Drivers qualifying 1st to 4th will marshal at points 11 to 14 with 5 to 10 on their qualifying positions. For the following finals, drivers will marshal at the numbered point relating to their finishing position in the final they have just completed [i.e. 5 to 14]. It is the driver's responsibility to ensure that they know their finishing position and go to the appropriate marshalling point. No person under the age of 12 is allowed on the track or in the pit lane during finals and drivers under 12 are responsible for providing a suitable marshal. Substitute marshals must be competent to carry out duties (see 10[f]).

8. RACE INTERRUPTION

[A] If in agreement, the Race Director, Section Chairman, Clerk of the Course and Section Secretary may decide to interrupt a Final due to adverse weather conditions. In the absence of one of these Committee Members, the opinion of another Committee Member should be sought.

[b] If more than half a final has been run and the race has to be stopped, the position at the time of interruption will be the result unless the computer has lost the results

. [c] In the case of a heat being interrupted, the entire heat will be re-run.

[d] The BCI Committee Members present, together with the Race Director, have the authority to cancel or foreshorten the meeting at their discretion. If a meeting has to be foreshortened and all rounds of qualifying have been completed, points for that meeting will be awarded on final qualification positions, if the majority of Committee Members present agree.

9. PENALTIES

[a] A 10 second penalty (in qualification) or stop/go penalty (in finals) is to be given to a competitor for corner cutting, incorrect use of the pit-lane, persistent blocking of a faster car or a deliberate collision with another car. Championship warnings may also be applied. A competitor who cuts a corner in order to get to the timing loop ahead of another car prior to start of qualification will be penalised by 1 lap. These rules apply at any time during which the car is on the track (i.e. not just during the timeframe of the actual race).

[b] The driver/mechanics will be notified of any stop/go penalty by Race Control/Start Marshal. The driver must enter the pit lane within 2 laps, otherwise they will be disqualified from the meeting (see Rule 15[d]). The mechanic will hold the car

in the pit lane, but will not make any alterations to the car or refuel. When instructed by the Race Director/Start Marshal, the car may be released and the driver's race can continue.

[c] Championship Warnings will be given for arriving late, leaving early or failing to marshal a race (also see additional penalties in Rule 10[f] and Rule 15[d]), poor marshalling (e.g. talking to others), driving in the wrong direction at any time, dangerous driving or bad language. There is a complete ban on using mobile phones, which are not to be used at any time within the track vicinity (including pit-lane and rostrum). Smoking is also not allowed at any time within the track vicinity (including pit-lane and rostrum) as well as the scrutineering area. Drivers awarded 3 warnings at any one meeting will be automatically disqualified. Warning records will be kept on the BRCA computer and for every 3 warnings received during a season, 10 points will be deducted from a driver's final Championship score.

[d] Disqualification may result from blatant disregard of BRCA rules, unauthorised use of transmitters or unauthorised frequency use, unsportsmanlike behaviour, arguing with race officials or leaving a meeting before marshalling duties have been fulfilled. Arguing with the Race Director or Referee is considered to be unsportsmanlike conduct. A driver disqualified from a meeting will be given 3 warnings to his/her annual total and points scored at the meeting will be classed as null and void.

[e] Loss of heat or race time may occur if cars are repaired on the track, do not conform to the regulations, have the chassis or side rails changed without authorisation or rejoin a race other than from the designated point.

[f] If black-flagged, a car must be removed from the track immediately. The black flag may result from a car being in an un-driveable or dangerous condition [e.g. lost body, ineffective silencer]. For these mechanical failures, cars may rejoin after repairs. Failure to adhere to a black flag will result in disqualification.

[g] The driver is responsible for the conduct of his mechanics and team manager. Penalties may be awarded to a driver due to infringements by them.

[h] If, in the event that an incident is not specifically covered within Rules 9 [a] to [g], an appropriate penalty may be given, on the agreement of the majority of the Committee members present.