



73rd MEMBERS' MEETING

21-22 March 2015

ESSENTIAL INFORMATION

This document contains a great deal of important information regarding the terms of your invitation to the 73rd Goodwood Members' Meeting. Please read it carefully before accepting the invitation to take part. Any questions you have regarding your car, the competition and the paddock should be referred to the relevant individual listed below.

Contents:

- Part 1 General Information for all Participants
- Part 2 Supplementary Regulations and competition-specific information
- Part 3 Schedule and timings of the event weekend
- Part 4 Tickets, hospitality and accommodation
- Part 5 What to do now

Who to Contact:

<u>Questions regarding:</u>	<u>Staff member:</u>	<u>E-mail address:</u>	<u>Direct telephone:</u>
Vehicles, paddocks and regulations	Jack Tetley Will Kinsman Charles Goddard	competitors@goodwood.com	+44 (0)1243 755037
Tickets and Goodwood hospitality	Michele Robinson Roxy Wallace Louise Brown	michele.robinson@goodwood.com roxy.wallace@goodwood.com louise.brown@goodwood.com	+44 (0)1243 755158

Departmental Mailing address:

Motorsport Competitions Department
Goodwood Road Racing Club
Tony Gaze Building
Goodwood Motor Circuit
Chichester
West Sussex
PO18 0PH

PART 1 – GENERAL INFORMATION FOR ALL PARTICIPANTS

1. What is the Members' Meeting?

The Members' Meeting rekindles the spirit of the 71 BARC Members' Meetings held at Goodwood between 1949 and 1966. For 18 glorious years, Goodwood was Britain's most prestigious racing circuit, hosting Formula 1 and World Championship sports car events, plus the legendary Nine Hour races. Alongside these international events were a plethora of club meetings, including 71 Members' Meetings, which were the mainstay of the track's activity. In 1966, with cars getting ever faster and spectator safety an increasing worry, the Duke of Richmond (the current Earl of March's grandfather) reluctantly closed the circuit for racing, although the venue remained active for sprints, testing and track days.

The 72nd Members' Meeting successfully recaptured the spirit of those early meetings, with a stripped-back race event celebrating motor sport in its purest form. Tickets for the 73rd Meeting will initially be available only to members of the Goodwood Road Racing Club, although an allocation of tickets will be offered to those on the GRRC waiting list and other like-minded enthusiasts if the event doesn't sell out to members. Once inside the event, everyone – spectators, racers and VIPs alike – will have the same level of access, with restrictions applying only to the Assembly Area and Pitlane. The result will again be an intimate, inclusive event, with an atmosphere unlike any other. Spectator numbers are tightly controlled to maintain that intimate feel, and, because simplicity is of the essence, infrastructure is kept to a minimum without compromising spectator or competitor enjoyment.

The Members' Meeting is a truly wonderful blend of old and new, celebrating the traditions of the past but presented in a modern, creative way. There'll be deckchairs and daffodils, croquet and cakes, hampers and hunting hounds. Members are divided into four houses, like an old school, and are encouraged to collect house points in a variety of unexpected ways – some more competitive than others. Drivers also collect house points, and a running total is kept on a giant blackboard. The Great Hall serves as a huge, communal meeting space, where everyone dines together, including members and their guests, and Lord March and his family.

It is imperative to the spirit of the event that, as well as spectators, all entrants are members of the Goodwood Road Racing Club. To this end, any entrants who are not already members of the Club will be offered the opportunity to join without signing up to the normal waiting list, and must do so before accepting their invitation. Drivers are not required to join the Club, but will be offered the opportunity to do so, again, without having to join the waiting list. For more information, please see Part 2.

2. Schedule for the Weekend

The Members' Meeting takes place over two days (Saturday and Sunday), with gates open to the public from 07:30hrs each day. Friday is the principal arrival and set-up day for competitors, with gates open from 07:00hrs. The site will also be open during office hours on Thursday for early arrivals. Sign-on and scrutineering both take place on Friday, and there is also a compulsory drivers' briefing, at 18:00hrs. Saturday features a mixture of qualifying, racing and high speed demonstrations, with the remaining races and more high speed demonstrations on Sunday. The event closes with a prize giving ceremony, which is scheduled for 17:30hrs on Sunday, or after the last race has finished. All participating vehicles must be on display in their designated paddock area by 20:00hrs on Friday, and **MUST** remain on display throughout the weekend until prize giving on Sunday. For a fuller explanation of the weekend schedule, please refer to Part 3.

3. Overview of the Competition

The Members' Meeting comprises:

- Twelve races for cars
- Three high speed demonstrations, run once each day

Your invitation letter will indicate to which specific event(s) you have been invited. For a full explanation of the event to which you have been invited, including Supplementary Regulations and conditions of entry, please refer to Part 2.

4. Dress Code

Although the majority of the racing at the Members' Meeting will be for cars of a type manufactured prior to 1966, there is no over-riding period theme. Instead, the event aims to be timeless, with a smart dress code, appropriate to an outdoor event staged in England in late March. Mechanics overalls or racesuits are acceptable for those actively involved in running or driving a car. For more information, see the Members' Meeting section on www.goodwood.com.

5. Travelling to Goodwood

Goodwood is situated only 60 miles from London, 30 miles from Southampton and 30 miles from Brighton. Please bear in mind that road traffic into and out of Goodwood can become quite congested, especially in the morning and late afternoon. Please allow plenty of time accordingly. The best ways to travel are:

By road

From M25, leave at junction 10. Take A3 to Milford and then follow traffic signs to event.

From Petworth, take the A285 towards Chichester then follow signs to the event.

From Southampton, Portsmouth, Worthing, Brighton and Bognor Regis take the A27 towards Chichester and follow signs to the event.

From Pulborough and Horsham take A29 to meet A27 then as from Brighton.

From Petersfield follow A3 to meet A27 then as from Portsmouth.

From Haslemere take A286 via Midhurst to Singleton and then follow signs to the event.

By rail

The nearest railway station is Chichester (from London Victoria). Taxis and buses are available at the station. There are also fast trains from London Waterloo to Petersfield and Havant, each of which is 20 minutes by taxi from Goodwood.

By bus

A bus service will run from Chichester Bus Station (situated close to the railway station) to the Motor Circuit, starting from 08:30hrs each morning. For further information on times please telephone +44 (0)845 121 0170.

By taxi

There is a taxi rank, located in the south-west corner of Car Park B, near to the bus terminus.

By air

Goodwood is a 45-minute drive from Southampton airport, a 60-minute drive from London Gatwick and a 90-minute drive from London Heathrow. Fixed wing and rotary aircraft may fly into Goodwood Aerodrome with **prior permission only**. Telephone +44 (0)1243 755061 or pilots can call Goodwood Information on 122.45. Avgas and Avtur are available.

6. Access to the Event

Everyone coming to the Members' Meeting on Saturday and Sunday must carry a general admission swing badge. This includes all competitors and all of their guests and mechanics. Your driver/passenger wristbands will not grant access to the event. Please carry an admission badge at all times, as without it you will be denied access to the event. Please note that, unlike other Goodwood events, there will be no restricted areas at the Members' Meeting, such as a Drivers' Club – the only restriction will be on people entering the Assembly Area and Pitlane, for which separate passes will be issued (see Part 4 for more details).

7. Arriving and Parking at Goodwood

Which entry gate?

During event build-up, all competitors' vehicles should head for Gate 1 (the main vehicular entrance), which gives direct access to the paddocks. Throughout the event, there is no vehicular access, and competitors will need to park in one of the external car parks. Pedestrians can access the site through any of the various pedestrian gates.

Pre-event paddock access

The paddocks open for set-up on Thursday morning, and close at 07:30hrs on Saturday, when gates open. During set-up, any vehicle displaying an appropriate pass (see Part 4) will be granted access to the paddock on a 'drop-off' basis. Please bear in mind that space is extremely limited, so it is most important that you remove trucks to the external car parks as soon as your competition vehicle and equipment are unloaded. You will be directed to leave via Gate 11, which allows access directly to the Competitor Support Car Park. Paddock access vehicle passes will be included in your ticket pack. Please ensure your vehicle pass is properly completed, including a mobile telephone number in case we need to contact you to move your vehicle.

Access to the paddocks on Friday will be restricted to towing and essential support vehicles only; all passenger road cars will be directed to park in an area outside the paddock. This measure is necessary in order to strictly control the number of vehicle movements, and to prevent 'fly-parking' of cars around the paddocks. To facilitate the arrival of other competitors, support vehicles must be removed to the car parks as soon as your competition vehicle and equipment are unloaded. Specifically, it is essential that you remove your support vehicle to Car Park E before going to sign on, or to have equipment scrutineered. Your cooperation with marshals' instructions is expected, and unattended vehicles may be removed without warning if they are causing an obstruction.

Parking for transporters and support vehicles

Transporters and support vehicles park in a large grass field outside the circuit perimeter, close to the Supershell Building. This location (known as Car Park E) eases congestion at the main entrance on Friday, and provides a dedicated route to the paddock on Sunday evening via Lavant Straight, avoiding the busy main gate. Car Park E is a five-minute walk from the paddock.

Please note: unlike at the Revival, where a small amount of space is available for large transporters, there will be no on-site facility for support vehicles at the Members' Meeting.

Daily parking for road cars

If you are travelling to the event from your accommodation daily in a modern road car, you will be guided to the nearest public car park depending on your direction of approach.

If you bring a motorhome

The Members' Meeting does not benefit from permanent camping facilities for competitors, but an area is reserved for camping in the grass competitor support area (Car Park E Camping). Water standpipes and temporary lavatory and showering facilities are available, but electrical power hook-up and cooking/laundry facilities are not. Motorhomes based in this area should therefore be self-contained. Car Park E will be open from Wednesday March 18 until Monday March 23.

Please Note: If you wish to take advantage of the camping facilities, you MUST indicate how many passes you require on your entry form, as Car Park E Camping passes will not automatically be issued. Camping pitches are 7m x 9m, so if you are planning to bring a large American-style motorhome, please book two pitches for it.

Restricted access to the infield through the vehicle tunnel

No movements of vehicles will be permitted through the main vehicular tunnel on Saturday and Sunday, as this will be used exclusively by pedestrians. Support vehicles will access the paddock prior to the beginning of racing by using the level track crossing at the starting grid/parc fermé area. Because there is no on-site facility for parking support vehicles, they will need to leave the circuit again before the start of racing.

8. The Paddocks

The paddocks will be open for arrivals from 09:00hrs-18:00hrs on Thursday and from 07:00hrs on Friday. All vehicles must be on display in the paddocks by 20:00hrs on Friday.

Location

The main paddock is situated on the circuit infield. In addition to the permanent paddock shelters in the main paddock, there will be temporary paddock shelters on the edge of the airfield. All competition cars, including those in high speed demonstrations, will be housed in one of these two locations.

Your paddock shelter

Each vehicle is allocated a specific paddock shelter, which is a 5m x 3m open-sided garage with a roof of corrugated sheeting or canvas, offering good protection from all but the severest weather. Some shelters are sited on tarmac and others are on grass. Your vehicle and equipment will remain in the paddock for the duration of the event (although you may choose to take smaller items back to your transporter overnight). There is limited space for basic tools, and it is recommended that you keep equipment to a minimum. Please be aware that spectators will have access to your paddock shelter during the day, so you should make sure that any hazards are supervised at all times.

Displaying your vehicle

Your vehicle is one of the meeting's fundamental attractions, and it is crucially important that it is displayed to the paying visitors throughout the weekend. Car covers should not therefore be used while the event is open to the public and, when not on the track, your vehicle must remain on display in its paddock shelter. **Lord March specifically requests that no competing vehicle should leave the event until the last race has finished on Sunday evening.** Those competitors who ignore this request may not be invited back.

Power supply

Each paddock shelter is equipped with a 240v power supply compatible with standard British three-pin plugs. You should provide your own (PAT-tested) extension leads. There is overhead lighting, but it would be sensible to bring additional plug-in lighting for use in the event of emergency late-night repairs.

Fire prevention

It is the entrant's responsibility to ensure the provision of an appropriate fire extinguisher in his/her paddock shelter, either free-standing or fitted to the car.

Waste disposal

All waste oil must be in containers marked 'Waste Oil', and placed at the end of your paddock shelter terrace for collection. All other waste must be placed in the ordinary rubbish containers provided.

Fuel Storage

All fuel must be stored in the designated refuelling area. Please refer to the Health & Safety Guidance Notes for details of fuel storage and use.

Noise restrictions

There is no noise restriction or silencing requirement at the meeting on Saturday and Sunday, between 09:00hrs and 19:00hrs. Cars may run in the paddock outside these hours within sociable reason.

9. Security Arrangements

Goodwood has in place comprehensive security arrangements for the event. Nonetheless, all competition vehicles, support vehicles and trailers are brought to Goodwood entirely at the owner's risk, and should be securely locked and/or immobilised (wherever possible) when not attended. Although there has never been a case of a competition vehicle being stolen or vandalised, the organisers cannot be held responsible or liable for theft or damage to properties.

Paddock security

In addition to the estate's regular security patrols, there will be dedicated security guards patrolling each paddock from Wednesday March 18 at 07:00hrs throughout the event. Dedicated paddock security continues on the Monday following the event until 12:00hrs, by which time all participating vehicles should have left the site.

The security staff have a very difficult job, so please help as much as you can by taking responsibility for your own belongings. We ask that small items are not left unattended in your paddock shelter, particularly at night, and that you use heavy, fully-lockable toolboxes that cannot easily be carried away. At night, the security guards will challenge anyone removing larger items (including cars) from the paddock. But it is common for people to be wandering around the paddock carrying small tools or similar, so if your equipment is not properly secured a thief can be mistaken for a mechanic.

10. Insurance

Public Liability Insurance

All participants are insured in respect of injury to third parties (Public Liability) while participating at Goodwood by the Event Permit obtained from the governing body of the event in question. For motor car races and demonstrations, this permit and Public Liability Insurance is provided by the Motor Sports Association (MSA); and for static or other displays, cover is by Goodwood's own Public Liability Insurance policy. For further details, please refer to:

- MSA Competitors' Yearbook: Regulations D30.1 - 30.5, H38.1.1 - 38.1.6 and Appendix 2
- The MSA website – www.msauk.org
- Goodwood Motorsport Competitions Department

Personal Accident Insurance

Participants need to be aware that **none** of the above Public Liability Insurance policies provide personal accident insurance cover as standard to all competitors (although the MSA policy offers some cover **ONLY** to holders of a valid MSA competition licence). It is recommended that all participants and all members of their teams review their personal insurance arrangements prior to the event, and take out additional independent cover if necessary.

Additionally, since the 1989 revision of the National Health Service rules concerning accidents to foreign nationals, all participants from countries that are not members of the EU – or from countries that do not have reciprocal agreements with the UK in respect of hospital and medical payments – are strongly advised to take out medical insurance for a sum of at least £1,000,000 against the cost of hospitalisation and treatment in the UK in the event of an accident, as well as repatriation.

Vehicle Insurance

The event's insurance cover does **not** extend to cover damage to the vehicles appearing at the event. Goodwood does not accept any responsibility for such damage (whether this is caused by the driver of the vehicle or another driver). Entrance of a vehicle to the event is at the risk of the vehicle's owner and so all vehicular insurance shall be their responsibility. If you are concerned about insurance cover for your vehicle while on static display or while in action at the event, we recommend that you arrange independent cover.

In all cases, primary responsibility for a car in a race environment rests with its entrant, however where a third party will drive the vehicle, both entrant and driver should discuss and agree insurance arrangements in advance.

11. Other Assistance from Goodwood

Race numbers

Race numbers and roundels/backgrounds will be available at sign-on, but competitors are encouraged to number their vehicle in advance (an Entry List featuring your race number will be issued with your tickets, approximately three weeks before the event). Numbering in a period style appropriate to the age of your vehicle is encouraged (particularly hand-painting). Please note, if your car has a period number permanently painted on it, it is important that you notify the Motor Sport Competitions department in order that this number can be allocated if possible. The size and position of numbers must be in accordance with the MSA Competitors' Yearbook.

Tyre supply

Cars: John Pearson of H.P. Tyre Exchange will be on-site to supply and fit Dunlop racing tyres. The trucks are on the non-public aerodrome near the refuelling area. Please call H.P. Tyre Exchange in advance (Tel: +44 (0)1327 301887 / Email: hptyres@btconnect.com / Web: www.hptyres.co.uk) if you anticipate the need for new tyres during the weekend.

Fuel supply and refuelling

A supplier of racing fuel will be on-site to assist competitors, with trucks and personnel in the refuelling area ready to service you throughout the event. Most types of racing fuels will be available, ranging from 100 octane unleaded to 120+ octane leaded fuels and methanol, as well as High Performance oils and other racing products. All fuels are available in 25-, 50- and 200-litre steel drums, and the more popular fuels are also available by pump. Please speak to Jack Tetley in the Motorsport Competitions department for more information on fuel supply.

For those bringing their own fuel, there is a dedicated fuel storage and refuelling area, located behind Hangar 8 (the large green hangar used for eligibility checking). All fuel containers deposited in the refuelling area should be clearly marked as to their contents and ownership. The fuel stores will be open from 07:00hrs to 19:00hrs Friday to Sunday.

Due to very strict fire and safety regulations, all refuelling on-site must take place only in the designated refuelling area (a marshal will be able to guide you) unless the Regulations for your particular race state otherwise. **Under no circumstances must any refuelling take place in the paddock shelters – there will be a penalty of exclusion for non-compliance.**

If you plan to buy pump fuel locally, please note that, in accordance with conditions set down by West Sussex Trading Standards, an individual may only purchase 1 x 20-litre jerry can with 1 x 5-litre BS-approved can, else 2 x 5-litre plastic BS-approved cans from a petrol station.

Tow starts

Although the Tow Road will be in operation for push starting cars, there will not be a fleet of tow starting vehicles. If your vehicle requires a tow start from cold, please contact the Motorsport Competitions department in advance in order that a suitable towing vehicle can be arranged.

Competitors with mobility difficulties

Those participants who experience significant mobility problems may be interested to know that Shopmobility offers on-site electric scooter hire. Please be aware that paddock bikes and similar powered transport are not permitted in the paddocks for reasons of public safety.

Channel Crossings

Goodwood is unable to offer any assistance with Channel crossings. All competitors travelling to the event from mainland Europe should make independent arrangements.

PART 2 – THE RACING COMPETITION

1. Overview of the Competition (Supplementary Regulations)

The event classification

The British Automobile Racing Club Ltd will organise an automobile race meeting at Goodwood Motor Circuit, Goodwood, Chichester, West Sussex from 21-22 March 2015, featuring a mixture of National A and National B races. The promoter is the Goodwood Road Racing Company Ltd. The event will be known as the Goodwood Members' Meeting.

The meeting will be held under the General Regulations of the Motor Sports Association Ltd (*incorporating the provisions of the International Sporting Code of the FIA*), together with these Supplementary Regulations or any further instructions issued by the organisers, including the Technical Regulations supplied with the Entry Form. The General Regulations of the MSA are published annually in the MSA Competitors' Yearbook. Final Instructions for the event will be issued with each competitor's ticket pack, approximately three weeks before the meeting.

An MSA Permit will be issued for the National A and National B car races. These permits will also incorporate the scheduled high speed demonstrations, and the permit numbers will be given in the Final Instructions.

Conditions of Entry (See also 'Standing Circuit Regulations')

The entry list opens upon publication of these regulations and closes by 17:00hrs on the date specified on the entry form. The maximum number of entries for each practice is 36, the maximum for each race is 30, and the minimum is 10. There are no reserves. Race length, type and running order is determined and confirmed in Part 3 of this document. No car may be entered in more than one race, except where the second is a handicap or all-comers' race, or the second leg of a two-part race. Start positions will be determined by qualifying times, with the exception of the Gerry Marshall Trophy Part Two, for which grid positions will be determined by finishing positions in Part One. Grid starts will be used, unless specified otherwise. It is the competitors' responsibility to make sure that they are ready when their race is called. Competitors not reporting at notified times may be excluded.

Competitor eligibility

Entry into the event is by invitation only from the promoter. An entry fee of £500 will be payable by all race entrants. There will be no entry fee for those taking part in high speed demonstrations. Final selection of entries is at the sole discretion of the promoter.

Goodwood Road Racing Club Membership

In keeping with the spirit of the Members' Meeting, it is a requirement that all race entrants are members of the Goodwood Road Racing Club. Invited entrants who are not already members will be offered an opportunity to bypass the waiting list to join the Club, and must do so before an entry can be accepted. **Please note, this opportunity to bypass the waiting list is a one-off allowance, which will not be repeated – if you wish to be considered for inclusion at a future Members' Meeting, you will need to maintain your membership on an annual basis.** All members must pay the normal Club subscription, but for new members the joining fee will be waived. This requirement only applies to entrants, not drivers, but any drivers wishing to join the Club will be offered an opportunity to do so.

Vehicle eligibility (See also note 3)

The event is open to historic racing vehicles, at the invitation of the promoter. Unless specifically approved by the Chief Scrutineer for the event, cars should be prepared to the regulations detailed in Appendix K of the FIA International Sporting Code, and/or as further annotated in the Technical Regulations for each specific race. Additionally, all vehicles will be considered eligible only if presented to acceptable aesthetic standards. The organising club and promoter reserve the right to refuse or revoke an entry to attend at any time if the vehicle is not prepared or presented in the appropriate manner.

Driving licence requirements (See also note 4)

All competitors (except those driving ONLY in a high speed demonstration) are required to hold a valid competition licence of the correct type and grade, which must be produced at sign-on along with a medical certificate valid for the event (in many cases this is incorporated into the licence – please check with your ASN). Please see note 4 for further details.

All drivers taking part in a high speed demonstration only must hold a valid road driving licence. This may be required for inspection in the event of an incident on the course. Although a race licence is not required, all drivers of cars in high speed demonstrations MUST have experience of driving the car in question, such that they can safely keep up with the pace of the other cars on track. The organising club reserves the right to refuse to allow a driver to take part if he/she is felt to be insufficiently experienced. No passengers may be carried in any vehicle.

Competitors' protective clothing: (See also note 5)

All competitors in cars must wear safety clothing in accordance with Section K of the MSA Competitors' Yearbook. The same requirements will apply to races and high speed demonstrations. The organisers are not able to provide any such clothing.

Programme of the Meeting

A basic outline of the programme is given below. Thursday and Friday are **not** open to the general public. The meeting stages 12 car races, plus various high speed demonstrations. All races are run once only, except the Gerry Marshall Trophy, which is staged in two parts – a one-driver qualifying race on Saturday, and a two-driver race on Sunday, with the result decided by finishing positions in Sunday's race. The organisers reserve the right to amend or cancel the programme in part or in full without prior notice. The Earl of March insists that all vehicles remain in their paddocks until after Prize Giving on Sunday evening, as they are still very much part of the event display even after having completed all their sessions on the track. For a more detailed provisional schedule, please see Part 3.

Thursday 19 March	Paddocks open for arrivals	07:00hrs – 20:00hrs
Friday 20 March	Paddocks open for arrivals	07:00hrs – 20:00hrs
	Scrutineering and sign-on	09:00hrs – 17:00hrs
Saturday 21 March	Official practice and racing	09:00hrs – 20:00hrs
Sunday 22 March	Second day of racing	09:00hrs – 18:00hrs

The Course

Goodwood Motor Circuit is 2.38 miles long and runs clockwise. There are five principal right-hand turns, one principal left-hand turn and a right-left chicane. The circuit is exactly the same configuration as last used for international racing in 1966, with no corners modified to reduce speeds. Competitors should therefore bear in mind that the course is very fast, and does not always afford wide, empty run-off areas. A vehicle that has left the circuit may come into contact with a deformable wall of tyres after a relatively short distance, and while this stops the vehicle effectively it may also cause some damage. Competitors are therefore reminded to drive at all times with due care and attention.

The driving code (See also ‘Standing Circuit Regulations’)

Because of the circuit’s high-speed nature, safety at Goodwood is of paramount importance. If your driving is deemed **at any time** to be of an antisocial or dangerous nature, you may be black-flagged by the Clerk of the Course, and may not be permitted to participate further. A dim view is taken of any collision between competitors. Furthermore, any competitor who loses control of their vehicle or makes contact – however minor – with a fellow competitor will be obliged to give an explanation to the Driving Standards Advisor (see below) and Clerk of the Course immediately following the session, a record of which will be taken. Where it is felt that the incident was unnecessary or could have been avoided, then the competitor may even be ordered to withdraw from any subsequent sessions. The log of recorded incidents and any action taken will also be referred to when issuing invitations in future.

Driving Standards Advisor

The Members’ Meeting benefits from the services of a dedicated Driving Standards Advisor, Win Percy, who will watch all the races and provide expert opinion to the Clerk of the Course regarding driving incidents, as well as providing a first point of contact for competitors who wish to discuss any aspect of their own or others’ driving or riding at the event. Win will be based in the ground floor of Race Control, and will be available between races to discuss any concerns you may have.

Senior officials

A confirmed list will be published in the Final Instructions shortly before the event.

Results and Awards

Practice times and provisional results will be published and displayed in the Race Control building as soon as possible throughout the weekend. Any protests must be made in accordance with MSA regulations. At the end of each race, following the slowing-down lap, all cars will proceed to Parc Fermé. There, the three podium finishers will be interviewed and presented with laurel garlands. Winners will also be presented with an exclusive Members’ Meeting cap, which they are encouraged to wear for the rest of the weekend. In two-driver races, co-drivers should join their partners in Parc Fermé. Following the last race on Sunday evening, an official prize giving ceremony takes place in the Great Hall, at which all are welcome.

2. Standing circuit regulations

Practice

There is no opportunity for Free Practice at the event. During Official Practice (qualifying), all competitors must complete at least three practice laps to qualify for inclusion in any given race. Competitors practising out of session, or who qualify only through familiarity with the circuit, will be placed at the back of the grid.

Race grid formation

Starting positions for all races will be determined by Official Practice times, the lowest time securing Pole Position and the other competitors arranged in order of times recorded. The exception will be the Gerry Marshall Trophy, where qualifying times will decide starting positions for Part One on Saturday, and finishing positions in Part One will decide starting positions for Part Two on Sunday. A maximum of 30 vehicles will run in any given race. The starting grid will be assembled in a 3x2x3 pattern, with cars making a standing start.

Race start procedure

In all races, vehicles will leave the Assembly Area and proceed once around the circuit in a clockwise direction to form up on the grid. Extreme caution must be taken when approaching the grid, as marshals will be on the circuit to guide competitors into position. This form-up lap may be carried out behind a parade car.

Once competing vehicles are on the grid, the countdown procedure will begin using minute boards. After the 30-second board is shown, a green flag is waved and vehicles will complete one further lap, maintaining grid positions. Any competitor who is unable to maintain grid position to the extent that **ALL** other vehicles (with the exception of those in the same predicament) overtake them may complete the lap, but must stop at the rear of the final row of the grid, behind all competitors except those starting with a time delay. The onus is on the competitor to comply, and failure to do so may result in a report to the Clerk of the Course, who may impose an immediate or retrospective penalty.

As soon as all vehicles are stationary on the grid, a 5-second board will be shown. The race will be started by means of the national Union flag – please note, there are no starting lights at Goodwood. The starter will hold the flag aloft and the race will start on the downward stroke of the flag.

Timekeeping

This will be by automatic electronic timing equipment or, in the event of failure, by hand-held stopwatch. Times will be published soon after each practice session or race, and will be available from the ground floor of Race Control. All competing vehicles must be fitted with a transponder, numbers for which should be supplied on your entry form. A limited number of transponders are available for hire. The timekeepers, TSL, will have a desk in the scrutineering office, located in a cabin next to the Assembly Area, where they will be confirming transponder numbers and hiring transponders to those competitors who do not have access to one of their own.

Pitlane regulations

To prevent dangerous overcrowding in the narrow pitlane, only those wearing team member wristbands will be allowed into the pits. Two such wristbands are provided in the entrant's ticket pack. These are irreplaceable and should be given **ONLY** to mechanics as appropriate. Please refrain from using these wristbands to enter the pitlane other than during your race or practice session, as overcrowding in the pitlane can be very dangerous. For insurance reasons, no persons under the age of 16 will be permitted into the pits or assembly area. Smoking is not permitted in the pits or paddock.

Driving standards

Any competitor who drives in an inappropriate manner will be shown the black and white diagonal flag to advise them that their driving is being observed, and persistent offenders will be black-flagged. Any driver who crosses the delineation of the edge of the track with all wheels of his/her vehicle or otherwise loses control will be obliged to visit the Clerk of the Course after the session to explain these actions. A log of the incident may be taken. Such action does not preclude further penalties being applied. A time penalty may be given to any driver who hits the chicane.

Contact between competitors

Competitors are reminded that body or wheel contact between competing vehicles is strictly forbidden. Any competitor who makes contact – however minor – with a fellow competitor will be obliged to give an explanation to the Clerk of the Course immediately following the session, a record of which will be taken. Where it is felt that the incident was unnecessary and could have been avoided, then the competitor may be ordered to withdraw from subsequent sessions. The log of recorded incidents and any action our officials have taken will also be referred to when issuing invitations in future. Competitors are also reminded that penalties laid down in Section C of the MSA Competitors' Yearbook may also be enforced. Enforceable penalties range from added time to exclusion.

Refuelling

No refuelling will be permitted in paddock shelters, nor in the pits before or during a race.

Tyres

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 or other obvious damage). No artificial heating devices, including special covers, may be used.

Safety Car

A Safety Car may be employed to neutralise any race in the event of an incident. This vehicle will be identified by means of a flashing orange beacon on the roof and the words 'Safety Car' displayed on the rear. Competitors will be warned that the Safety Car has been deployed. The actions required by drivers after the Safety Car has been deployed will be covered in detail in the pre-race Drivers' Briefing.

Please note that, in the event of the safety car being deployed for a prolonged period, three minutes will be added to the race duration for every five minutes the safety car is on-track, up to a maximum of six additional minutes. It is therefore recommended that cars carry additional fuel to cope with up to five laps of extra running.

Exit from the circuit: Parc Fermé

When the practice session or race has ended – as designated by the use of a chequered flag – vehicles will complete one slowing-down lap and exit the circuit on the right-hand side at the entrance to the pitlane, proceeding immediately to Parc Fermé. Helmets, overalls and seat belts must not be removed until the vehicle is stationary. Once in Parc Fermé, competing vehicles may be examined by a scrutineer. The first three finishers, plus other vehicles selected at random, will be requested to visit Goodwood's Eligibility Consultants (located in the big green hangar) directly from Parc Fermé. Competitors must remain with their vehicle until released by the Officials, unless they are participating in the next session. No other persons are permitted into the Parc Fermé area.

3. Further notes on vehicle eligibility and scrutineering

Eligibility and presentation

All competing vehicles should be presented in accordance with Appendix K of the FIA International Sporting Code, unless stated otherwise in the race-specific Technical Regulations. Competing cars should have an FIA Historic Technical Passport (unless agreed otherwise with Goodwood), and a copy of the first page should be submitted along with the Entry Form. If competitors feel that they are unable to provide this document, then they should include an explanatory note with the Entry Form. During the meeting, the full Historic Technical Passport must be available for inspection if requested by either the scrutineer(s) or Goodwood's Eligibility Consultants. Your full co-operation is obligatory.

Moreover, Goodwood requires a specific standard of aesthetic vehicle presentation, namely that all competing vehicles feature the appropriate period livery and detailing. This means no out-of-period wheels, lighting, wing mirrors etc, or windows of an inappropriate material featuring out-of-period ventilation holes or flaps. Where a competitor in an open car decides for safety reasons to use a roll-over bar, please ensure that it is sensitively installed to be as visually unobtrusive as possible. No out-of-period advertising, sign-writing or stickers are permitted on any vehicle, including, but not limited to, those of organising clubs. If you choose to display the driver's name/s on the vehicle, please ensure it is done in a manner befitting the period.

For the Gerry Marshall Trophy Group 1 Saloon Car race, cars **MUST** be presented in an appropriate period sponsor's livery.

Vehicle scrutineering

All cars, including those undertaking high speed demonstration runs only, must be inspected by a scrutineer. Once satisfied with the vehicle's suitability to take part, the scrutineer will issue a label, which needs to be clearly affixed to the vehicle in order to gain access to the Assembly Area, and hence the course. Vehicle scrutineering will be carried out in the vehicle's allotted paddock shelter from 09:00hrs to 17:30hrs on **Friday ONLY**. The scrutineers will inspect the vehicle when they see a driver or mechanic in attendance. The car scrutineers are based in a cabin next to the assembly area.

Racewear scrutineering

All scrutineering of helmets and overalls will take place in the scrutineers' facility next to the assembly area, and drivers should arrange to have their racewear taken there accordingly during Friday (before 17:00hrs).

4. Further notes on competition licence requirements

Licensing status – Cars

Eight car races at the Members' Meeting will be run under a National A permit, with the other four run under a National B permit. The race regulations specify the grade of each race. The suitability of your licence depends upon which governing body or ASN (Association Nationale Sportif) issued it, as follows:

MSA licences

A National A or any higher grade (International) racing licence is valid for all races, and a National B or higher grade for the National B races.

Licences issued by EU countries or the Comparable Countries

Licences issued by an EU country, or by the Comparable Countries (Andorra, Iceland, Monaco, Norway, San Marino and Switzerland) are valid for the event, **provided they bear the EU logo and/or the FIA logo**. The holder will be subject to MSA Regulations while competing, and must comply with all other requirements for the event, including those set out in section H26 of the MSA Competitors' Yearbook.

Licences issued by a non-EU country

Firstly, please ensure that your licence is to **International grade** and is issued by your official Internationally-recognised governing body or ASN. In the USA, that is ACCUS, and in Japan the JAF. **Your licence must bear the FIA logo** – if it is issued by a national racing club, such as the Sports Car Club of America, it will **not** be valid.

In accordance with Appendix L of the International Sporting Code, drivers holding an **International** licence are permitted to take part in national events outside their home country, provided that both the host and driver's parent ASNs have given their permission (Art 5.2). **You should enclose a copy of your authorisation letter with your entry form, and also produce the letter for inspection at sign-on.** This is a standard letter stating certain guarantees regarding your racing experience, licensing and general health. To obtain this letter you need to apply to your ASN, who may charge a small fee.

You should also produce at sign-on a current and appropriate medical card wherever a medical check is not an integral part of your ASN's licence-issuing process.

Signatures for a licence upgrade

All licences requiring a Clerk of the Course signature must be deposited with the Secretary of the Meeting at sign-on and, unless in exceptional circumstances, may not be collected until 45 minutes after the publication of the results of the competition. When licences have been deposited in this way for signature, drivers should make every effort to collect them afterwards, as subsequent delivery by post cannot be guaranteed and the organisers will not accept responsibility for licences lost in this way.

High Speed Demonstrations

For drivers taking part in a high speed demonstration, it is desirable but not essential to hold a valid competition licence. Demo-only participants must, however, hold an appropriate road vehicle licence – and this may be required for inspection in the event of an incident on the circuit. Although a race licence is not required, all drivers of cars in high speed demonstrations **MUST** have experience of driving the car in question, such that they can safely keep up with the pace of the other cars on track. The organising club reserves the right to refuse to allow a driver to take part if he/she is felt to be insufficiently experienced. Full racewear and helmets will be required (see notes below), and no passengers may be carried.

5. Further notes on racewear requirements

Crash helmet

All competitors must wear a crash helmet specifically approved for motor sport. Acceptable standards are as follows (see MSA Competitors Yearbook, Section K10):

- FIA 8860-2004
- Snell SA2010
- Snell SA2005
- Snell SA2000 (may be withdrawn with effect from 01/01/15)
- Snell SAH2010
- SFI Foundation 31.1A, 31.2A
- BS 6658 Type A/FR (may be withdrawn with effect from 01/01/16)

Driving suit

All car drivers must wear clean FIA-standard race overalls manufactured from Nomex III, Proban or equivalent materials. Acceptable standards (see MSA Yearbook, Section K9) are:

- FIA 8856-2000

Other clothing

Cars: Since 1 January 2012, the use of flame resistant gloves and shoes is mandatory. Competitors are also strongly advised to wear flame-resistant socks, balaclava and underwear.

Eye protection

All drivers of open vehicles must wear suitable goggles or a visor (MSA Yearbook, Section K11).

6. Further notes on Sign-on and Drivers' Briefings

Sign-on – important declaration

All competitors and demonstration drivers must sign on at the Race Control Building on Friday. As part of the sign-on procedure, all drivers are required to **read and sign** an important declaration before being permitted to drive on the course. A copy of this declaration is printed on the reverse of the Driver Entry Form. Sign-on will take place from 09:00hrs to 17:00hrs. Those competing in a two-driver race must elect first and second drivers for both practice and the race, and should notify the BARC desk in Race Control of their selections in good time before each session. Anyone not complying with this may be subject to a time penalty in the race.

Non-removable wristband

When you sign on, you will be issued with a non-removable wristband, which should be worn for the duration of the weekend as evidence that you have signed on. You will be asked to show this wristband in the Assembly Area and failure to do so will preclude you from taking to the circuit. If the wristband becomes detached, please go to the sign-on desk for a replacement.

Compulsory Drivers' Briefings

All competitors must attend their relevant Competitors' Briefings, as follows:

General briefing: in the Great Hall (the series of four aircraft hangars which houses the 'Earls Court' motor show at the Revival), **on Friday at 18:00hrs**

Race-specific briefing: 15 minutes before each **Race Form-up**, in the Drivers' Briefing Room adjacent to the Assembly Area

All briefings are mandatory, and a register of attendees may be taken. A driver will not be permitted to compete unless they have attended the required briefings.

7. Further Information

If you have further questions regarding technical or regulatory issues, please contact Jack Tetley, Charles Goddard or Will Kinsman in Goodwood's Motorsport Competitions Department (see Part 1). Should you need to contact the meeting's organising club, this can be done as follows:

British Automobile Racing Club (BARC)

Competitor enquiries: Nicola Bush
Telephone: +44 (0)1264 882200
Email: nbush@barc.net

PART 3 – SCHEDULE OF EVENTS

Race schedule

The Members' Meeting is a weekend packed with action. It takes place over two days – Saturday 21 and Sunday 22 March 2015 – with Thursday and Friday acting as non-public set-up days.

Practice sessions for each race will take place on Saturday, along with the first three races; Gerry Marshall Trophy Part 1, the Taylor Trophy and the Graham Hill Trophy. The remaining races will be run on Sunday. All races will be of 20 minutes duration, with the following exceptions:

Gerry Marshall Trophy Part 1 – 15 minutes

Graham Hill Trophy – 60 minutes

Gerry Marshall Trophy Part 2 – 45 minutes

Three high speed demonstration runs will be run on both Saturday and Sunday.

Prize Giving

A prize giving ceremony will take place in the Great Hall, following the last race on Sunday, at which all competitors and guests are most welcome.

Going home

Drivers: The Earl of March cordially requests that you remain at the event for the prize giving ceremony if at all possible, as this is still very much part of the event. Your co-operation in this matter is very much appreciated.

Entrants: For reasons of public safety it is not possible to bring support vehicles into the paddocks until after the event closes to visitors (scheduled for 18:00hrs). Lord March also specifically requests that competition vehicles remain in the paddocks until after the last race, as the paddock areas are an integral part of the event. Sunday evening is very busy, and some competitors prefer to leave their vehicles in situ overnight, returning to collect them on Monday morning. If you plan to remove your vehicle on Monday, please do so **before 12:00hrs on Monday**, at which time dedicated paddock security is stood down.

ESSENTIAL INFORMATION

PART 4 – TICKETS, HOSPITALITY AND ACCOMMODATION

1. Tickets

Enamel Badges

Entry to the Members' Meeting will be by means of an enamel event badge, with a barcode on the back. Six entry badges will be issued per car. All badges will be sent to the owner/entrant of the car, and it is their responsibility to forward badges and passes to other team members as appropriate. For two-driver races (the Graham Hill Trophy and Gerry Marshall Trophy), eight badges will be issued per car. Again, all badges will be sent to the owner/entrant of the car, whose responsibility it is to pass them on to any drivers or team members.

Dispatch

Approximately three weeks before the event, your badges will be dispatched to the address specified on the Entry Form. In some cases (primarily for those competitors travelling outside the EU), badges will be left for your attention at your hotel; where badges are not dispatched in advance, we would forward in advance a copy of the Final Instructions by e-mail. Badges will not be sent to addresses outside of the EU. Your pack will contain the following:

- **Enamel Badges** to gain entry Saturday and Sunday
- **Wristbands for team members** (giving access to the assembly area and pitlane)
- **Passes for Competitors' Support Car Park** (for trucks and road cars and motorhomes)
- **Motorhome/Camping Passes** (only if requested on your entry form)
- **Entry list** specifying your race number and paddock position
- **Final Instructions** booklet
- **Ticketing Letter** outlining any new developments

Who needs a badge?

All competitors, including the vehicle's owner, driver, mechanics and all guests, **MUST** have a valid admission badge for each day. If you do not have a badge you will **NOT** be granted access.

If extra badges are required

If you wish to bring additional guests to the event and find that you do not have enough badges in your competitor's pack, you may purchase further badges by calling the Goodwood Ticket Office on +44 (0)1243 755055 or you can book online by visiting www.goodwood.com.

2. Hospitality

Catering facilities

Because the Members' Meeting is based on the premise of equal access for all, there will be no separate hospitality areas, and no Drivers' Club. There will, however, be a number of paid catering outlets on-site, offering a variety of traditional good quality food.

Changing Facilities

Although there is no Drivers' Club, drivers will be provided with changing facilities, including lockers, in cabins close to the Aero Club. Locker keys can be obtained from the Goodwood desk in the ground floor of Race Control. Unfortunately there are insufficient lockers to offer one per competitor, so these will be issued on a first come first served basis.

Saturday Night Entertainment

On Saturday evening, after racing finishes, all members – spectators and racers alike – are invited to an evening of entertainment in the hangars and on the airfield, climaxing in a spectacular firework display. All are welcome, but please dress accordingly considering the time of year!

3. Accommodation

Should you need to, it is most important that you make immediate accommodation arrangements, as hotels in the area get booked up very quickly.

Visitors from within the United Kingdom

It is the responsibility of all competitors from within the British Isles to organise their own accommodation. Should you require information on hotels and accommodation in the area, a Chichester and District Visitors' Guide is available from Chichester Tourist Information. Please telephone +44 (0)1243 775888 or e-mail chitic@chichester.gov.uk to obtain a copy. Other local tourist information offices may also be able to assist:

Portsmouth:	+44 (0)2392 82672	Bognor Regis:	+44 (0)1243 823140
Petersfield:	+44 (0)1730 268829	Shoreham:	+44 (0)1798 342743
Havant:	+44 (0)2392 467111	West Sussex Tourism:	+44 (0)1243 382244

Visitors from overseas

Goodwood reserves a limited number of hotel rooms in the area, which are released to overseas competitors in need of accommodation. The cost of the rooms has to be met by the competitor. Overseas visitors will have received an Accommodation Request Form in their invitation pack. If you require one of these rooms, please return the completed form to Louise Brown in the Motorsport Competitions department and she will do her utmost to make suitable arrangements.

Caravan/motorhome facilities

Many competitors choose the convenience and proximity of a motorhome. However, there is no dedicated camping area for competitors, with all motorhomes required to park in the grass competitor support car park. Although temporary toilets/showers and a water stand-pipe are situated in this area, there is no facility for electrical hook-up, and caravans/motorhomes should therefore be fully self-contained.

Please Note: If you wish to take advantage of the camping facilities, you MUST indicate how many passes you require on your entry form, as Car Park E Camping passes will not automatically be issued. Camping pitches are 7m x 9m, so if you are planning to bring a large American-style motorhome, please book two pitches for it.

ESSENTIAL INFORMATION

PART 5 – WHAT TO DO NOW!

Once you have decided to accept our invitation to compete at the 73rd Members' Meeting, please confirm your entry as soon as possible by returning the following paperwork:

- Vehicle Entry Form
- Driver Entry Form, duly signed
- GRRC Membership application form (new members only)
- Payment forms or cheques for Club Membership and race entry fee
- Copy of the 1st page of the FIA Historic Technical Passport, where applicable
- Photograph of the vehicle as it will appear at Goodwood
- Five or six quick reference statements about the vehicle (for use by the commentators)

Forms can be emailed to competitors@goodwood.com, or posted to:

Motorsport Competitions Department
Tony Gaze Building
Goodwood Motor Circuit
Chichester
West Sussex
PO18 0PH

With many thanks, and we look forward to hearing from you soon.