

# British Federation of Pedal Car Racing

## Rule Book Issue 10 (2024)

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### Definitions

<i>BFPCR</i>	The British Federation of Pedal Car Racing.
<i>Team Sheet</i>	The document completed by each team before the start of each round and submitted during <i>Scrutineering</i> .
<i>Scrutineering</i>	The compulsory safety check which each car must pass before the start of a round.
<i>BPCS</i>	The British Pedal Car Specification, listing dimensions etc.
<i>Race Official(s)</i>	<i>Race Officials</i> may include the race organiser and any other supporting person elected by the race organiser. All <i>Race Officials</i> must be introduced at the pre-race <i>Driver Briefing</i> .
<i>Driver Briefing</i>	A briefing given to all drivers regarding the safety aspects of the course, any and all changes to the rules specified herein and introducing all <i>Race Officials</i> .
<i>Marshall Briefing</i>	A briefing given to all Course Marshalls regarding their roles and responsibilities and highlighting any particular safety aspects of the course, any and all changes to the rules specified herein and introducing all <i>Race Officials</i> .
<i>Lighting Guide</i>	The BFPCR Lighting guide that lists what lights are required to be fitted and when to be used.
<i>Number Plate Requirements</i>	Lists the size, shape, colour of numbers and stickers to be shown by cars to aid identification of cars and their class.

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## PART 1 Championship Rules

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### 1. Teams

#### 1.1. Registration and Identification

- A team will be registered with the *BFPCR* when entered to compete in the championship.
- All drivers within a team must be listed on the Team's race entry as 1.2(b) below.
- A team must race using the number allocated to it by the *BFPCR*.
- Advisory information: Lap Counting Transponders (tags) should be mounted as advised by the timing and scoring team.
- Competitors should ensure their car(s) are being counted properly and in the instances of missing laps check that the tag is mounted as advised.

## 1.2. Class Qualification

- A team will qualify for championship points in each class in which it meets the class qualification criteria (Table 1).
- A team must list all drivers participating in a particular round of the championship on the *Team Sheet*.
- A team who lists more drivers on the *Team Sheet* than allowed in the class qualification criteria will not qualify for points in that class.
- A team found to use drivers not listed on the *Team Sheet* will be disqualified from that round.
- A driver may only race in 1 car during any 1 event (i.e., any 1 round of the BPCC)
- Classes PCD & PCD have a minimum age of 16+ due to the extra demands on these classes
- Junior classes (Under 16) have set minimum numbers of drivers to avoid putting excessive demands on drivers and ensure their safety and enjoyment of the event. These apply except in case of force majeure where drivers drop out due to illness (or similar) either during the race or in the 48 hours prior to the race. See Table 1 (below)

**Table 1: Class Qualification Criteria**

Class	Specific Criteria  <i>All drivers age 10+ refer to rule 6.3 (unless stated below)</i>	Number of drivers for race duration of...		
		> 12 hrs ≤ 24 hrs	> 8 hrs ≤ 12 hrs	≤ 8 hrs
PC1: Open	None	6 Maximum	4 Maximum	4 Maximum
PC2: Under 18	All drivers must have their 18th birthday on or after January 1st of the race year	6 Maximum	5 Maximum	4 Maximum
PC3: Under 16	All drivers must have their 16th birthday on or after January 1st of the race year	6 Maximum 5 Minimum	6 Maximum 4 Minimum	4 Maximum 3 Minimum
PC4: Under 14	All drivers must have their 14th birthday on or after January 1st of the race year	6 Maximum 5 Minimum	6 Maximum 4 Minimum	6 Maximum 4 Minimum
PC5: Under 12	All drivers must have their 12th birthday on or after January 1st of the race year	6 Maximum 5 Minimum	6 Maximum 4 Minimum	6 Maximum 4 Minimum
PC0: Solo	There must be 1 driver only <b>who must be aged 16+</b>	1 Maximum	1 Maximum	1 Maximum
PCD: Duo	Maximum 2 drivers <b>who must both be aged 16+</b>	2 Maximum	2 Maximum	2 Maximum
PCF: Female	All drivers must identify as female and qualify for another class	Defined by age class of team		

## 1.3. Class Racing Time Restrictions

- PC4 and PC5 teams are limited to racing a maximum of 18hours at 24hour events and are not permitted to race between the hours of midnight and 6am.

## 2. Championship Points

### 2.1. Qualification for Championship Points

- A team will qualify for championship points in each class in which it meets the class
- Qualification criteria if it completes over 20% of the laps achieved by the overall winner of that

round. This minimum requirement is reduced proportionally in the case of teams prevented from racing an entire event due to their class.

## 2.2. Points Scale

- Championship points are awarded per round to the team championship number.
- Championship points are awarded to each class as shown in Table 2.
- Championship points are not transferable between classes.
- Championship points are officially awarded after the 14-day provisional results period following each event.
- No PCO points are awarded in a 24-hour race.

**Table 2: Championship Points**

Class Position	Race duration	
	24 hours	Other races
1	50	25
2	40	20
3	32	16
4	26	13
5	22	11
6	20	10
7	18	9
8	16	8
9	14	7
10	12	6
11	10	5
12	8	4
13	6	3
14	4	2
15+	2	1

## 2.3. Championship Standings

- The team with the highest number of championship points in the PC1 class are the overall championship winners.
- The team with the highest number of championship points in each class at the end of the season are the class winners.
- Teams will be only awarded status of British Champions if they score points at a minimum of 2 events over 2 separate race weekends.
- In the event of a tie in any class, the class winner will be decided using the following criteria, applied in the order shown:
  - The team who attended more events.
  - The team who beat the tying team(s) more times in their class.
  - The team with the highest overall race finish of the season.
  - The team with the biggest winning margin over the tying team(s) at any race, based on a percentage of the laps recorded by the leading tying team.

In the event the teams remain tied after the above, a draw shall be declared
- The Team trophy is awarded based on the total of the PC1 points scored from the 2 top finishing cars in any one team throughout the season.

## 2.4. Sprint Rounds

A “Sprint Round” is any race day on which multiple “short” heats are run which are combined to form 1 round of the BPCC.

- a) Points scored per heat on sprint rounds and how these are calculated to determine the overall “Sprint Round” result and hence Championship points will be advised in the race information pack for that round.

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## PART 2 – Race Rules

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### 3. Team Entry

#### 3.1. Points Qualification

- a) To qualify for championship points a team must satisfy all criteria outlined in the Championship Rules.
- b) Teams who qualify for certain classes are subject to racing restrictions as outlined in Championship Rules 1.3.

### 4. Race Standards

#### 4.1. Race Protocol

- a) All cars must conform to the pedal car specifications defined in the BPCS and have submitted to the Race Official(s) a correctly filled in and signed Team Sheet.
- b) All races will start at the advertised start time. Any cars not ready to race 30 seconds before the start time will be removed from the grid. Cars must form up on grid when number is called or forfeit their grid position and start from the back of grid or pit lane.
- c) Any car that is not conforming to either rule 4.1.a or 4.2 at the advertised start time will not be permitted on the track.
- d) A team may use only one car at any given round.
- e) With the exception of PCO & PCD entries, each car will be required to provide 1 volunteer to assist with the setting up and taking down of the circuit if required. This volunteer will make themselves known to race control on arrival.
- f) With the exception of PCO & PCD entries, each car will be required to provide 1 volunteer per car to assist in Marshalling if required. This volunteer will make themselves known to race control on arrival.
- g) The grid order shall be determined by the current championship standings. Teams yet to score any points shall start at the back of the grid. Where subsequent races occur during a multiple race event, the grid order shall be the finishing order from the previous race. For the first race of the season, the grid order shall be the championship finishing order from the previous year.

#### 4.2. Race Safety

- a) To race, a team’s car must pass Scrutineering before the start of a round.
- b) In the event that a car is deemed unsafe (or illegal) by a Race Official the car:
  - 1. will not be permitted to start the race; or, if the car is racing:

2. must be pitted immediately. The car will only be permitted to start/re-join the race after the Race Official is satisfied that the maintenance to the car has made it safe (or legal).
- c) Inadequate braking ability, inadequate turning ability, lack of drive, lack of visibility, lack of lighting (where required) and unsuitability of a car for the size of the drivers are amongst some of the issues that are considered to make a car unsafe.

## 5. Maintenance

### 5.1. Scheduled Maintenance

- a) Scheduled maintenance must take place in the pit lane.
- b) Teams conducting scheduled maintenance outside the pit lane will be subject to a penalty (see rule 16).

### 5.2. Unscheduled Maintenance

- a) Unscheduled maintenance of any description (e.g., the failure of car components), must take place off the race track and in a safe location.
- b) Teams who conduct un-scheduled maintenance on the track or in an unsafe location will be required to move their car immediately to a safe location and will be subject to a penalty (see rule 16).

## 6. Drivers

### 6.1. Helmets

- a) Drivers must wear a correctly fitting modern bicycle helmet that does not impair hearing at all times whilst in the car – even if the car is stationary in the pit lane.
- b) Helmets must be worn with the helmet lying on top of the head with the chinstrap fastened under the chin.
- c) A team whose driver enters the car without a helmet at any point during the day of the round are subject to a penalty (see rule 16) for every offence.
- d) Due to safety concerns, nothing is to be mounted on a helmet that wasn't supplied with it, even if the helmet has an integral mount or fittings. This includes lights, cameras, mirrors and so forth. Sun visors or accessories included as standard with the helmet are permitted.

### 6.2. Clothing

- a) Drivers must wear appropriate clothing and footwear at all times in the car (i.e., no sandals or flip-flops) even if the car is stationary in the pit lane. Eye protection is recommended.

### 6.3. Driver Changes

- a) Driver changes must take place in the pit lane in all race conditions excepting where there has been an injury to a driver which prevents them continuing in the car at this time.

### 6.3. Driver ability and minimum age

- a) All drivers must be must be competent, cognizant and fully able to reach and operate all the controls and be able to see clearly the track ahead of them. They need to understand the demands of driving a pedalcar in a racing environment with faster "traffic" around them.
- b) We have a minimum age of 10 (at time of race) for all drivers of "team" classes unless they have previously taken part in a BFPCR race..  
PCD (Duo) & PC0 (Solo) are minimum age 16 due to extra demands on this class  
Other classes may have different minimum ages as defined in Table 1
- c) We have no maximum age but driver must meet requirement 6.3.a

## 7. The Pit Lane

### 7.1. Types of Pit Lane

- a) The type of pit lane in operation will be announced by a Race Official at the pre-race Driver Briefing.
- b) One of two types of pit lane will be operated:
  - **Segregated** - the pit lane is marked by a series of cones, tyres or other physical barrier.
  - **Open** - the pit lane may be marked by a line of tape.

### 7.2. General Rules

- a) The pit lane is not part of the race track. Any car travelling in the pit lane at racing speed, using the pit lane to overtake other cars, or gain a racing advantage will be subject to a penalty (see rule 16). (The pit lane speed limit is 16kph/10mph)
- b) A stationary car must not impede access to or from the pit lane for any other car.
- c) It is the responsibility of the driver leaving the pit lane and entering the track to ensure it is safe to do so.
- d) If a car enters the pit lane it must come to a complete stop at its team's pit box before leaving again.

### 7.3. Segregated Pit Lanes

- a) There is a single entry and exit for segregated pit lanes which must be used at all times. Cars cannot enter or exit the pit lane between cones (or tyres etc) marking the boundary of the pit lane.
- b) It is the responsibility of the moving-off driver to ensure it is safe to do so, without impeding other pit lane traffic.

### 7.4. Open Pit Lanes

- a) Cars are permitted to enter and exit the pit lane at any point along the length of the pit lane.

## 8. Overtaking

- a) The driver of the faster car is responsible for executing a safe overtaking manoeuvre and may advise the slower car of the side they intend to pass.
- b) Overly aggressive behaviour and intimidation of any other driver will be considered dangerous driving and subject to a penalty (see rule 16).
- c) The driver of a slower car has no obligation to surrender track position.
- d) The driver of the slower car is free to take any reasonable racing line but must not deliberately impede any other car.

## 9. Dangerous Driving

### 9.1. Dangerous Driving

- a) Dangerous driving includes (but is not limited to): excessive or deliberate bumping, barging, taking short cuts, swearing, cutting-up of other cars, and deliberate weaving or swerving.
- b) Any team guilty of dangerous driving will be subject to a penalty (see rule 16).

## 9.2. Distractions from Driving

- a) All devices that may cause driver distraction are banned. These include any use of musical devices (e.g., MP3 players or radios) and mobile telephones.
- b) Nothing may be transferred to or from a moving car, including water bottles.
- c) If a car has a horn or a bell fitted, please note that the use of this may be banned at certain circuits due to local (noise) rules. (Shenington is one such circuit for example). Any horn or bell must not be so loud to cause a nuisance or disturbance. i.e.: no air horns, fog horns or sirens.
- d) Any team guilty of any of the above will be subject to a penalty (see rule 16).

## 9.3. Dangerous/Performance Enhancing Substances

- a) The use of substances designed to give a driver a competitive advantage and/or which are outside the spirit of amateur sport is prohibited; **this includes caffeine tablets.**
- b) Any team whose driver is found to be using substances described in Rule 9.3.a will be disqualified from that round.
- c) Any driver or other responsible person who consumes or is under the influence of alcohol immediately prior to, or at any time during, a race will be disqualified from the championship and the team will be disqualified from that round.

# 10. Flags and Other Signals

## 10.1. General Rules

- a) Race flags or lights are to be obeyed at all times.
- b) Failure to observe a race flag or light will result in a penalty (see rule 16).

## 10.2. Start/Finish

- a) A race will be started by an appropriate signal which will be advised by a Race Official.
- b) A bell will be sounded by the race controller to inform competitors that the lead car is now on its last lap
- c) At the race finish, a chequered flag will be shown to the lead car on the final lap of the race.
- d) Every remaining car on the track may complete the lap they are on and take the chequered flag.

## 10.3. Safety Flags and Lights

- a) A yellow flag/yellow light indicates there is a hazard and drivers must slow down, show due caution and be prepared to stop if necessary. No overtaking shall be permitted.
- b) A red flag/red light indicates that the race is suspended and drivers must stop immediately at the side of the track and await instruction. **Cars must not pass a red flag / red light.**
- c) Driver changes and maintenance are not permitted under a red flag/red light unless a car is pitted before the red flag (see Rules 5.1 and 6.3).
- d) A team whose driver fails to observe a red flag/red light, overtakes whilst pulling over, changes driver or applies maintenance will be subject to a penalty (see rule 16).
- e) A red flag/red light period does not stop the race clock and will be counted as part of the duration of the race.
- f) Instructions from race control must be obeyed at all times, especially during a red flag period.
- g) A green flag/green light will be shown to indicate track is clear and racing can continue
- h) For blatant or repeated breaches of red/yellow flags see rule 16.3(3C)



## 11. Number Plates

- a) Each car must display the team's championship number and any additional markings for the class(es) they are competing in as described in the number plate requirements.
- b) Any team failing to display the correct championship number will not qualify for points from that round.
- c) Any team failing to display the markings, described in the number plate requirements, will not qualify for points any class for which they are not displaying the required markings.
- d) The only exception is where due to "force majeure" a team is forced to change classes overnight between rounds. Currently this only applies to round 5 (Blackbushe 100). However, teams should still endeavour to update their numberplate colours if at all possible.

## 12. Supervision of Junior Teams

- a) PC2, PC3, PC4 and PC5 teams must be supervised in the pits by a responsible adult at all times.
- b) Any PC2, PC3, PC4 or PC5 team which is not supervised by a responsible adult will pit immediately and only allowed to return to the track when supervised by a responsible adult.

## 13. Lights

- a) Lights must be carried by all cars within any statutory lighting up period and must meet the minimum criteria outlined in the *BPCS* and below (see 13.c, 13.d, 13.e, 13.f & 13.g).
- b) A team whose car fails rule 13.a must be pitted (immediately where a *Race Official* decides safety is being compromised) and maintenance conducted until a *Race Official* is satisfied the said car's lighting meets rule 13.a.
- c) Front lights must be white (or close to white) in colour and, as a minimum be 2: off fitted as close to the extremities of the car as possible pointing forwards (i.e., one each side of the car minimum).  
Front lights must be sufficiently bright, and correctly positioned, to enable all the drivers to drive the car safely at that car's full race pace in full darkness.  
Front lights should not be angled upwards from the road surface.
- d) Rear lights must be red in colour and, as a minimum, be 2: off fitted as close to the extremities of the car as possible pointing rearwards (i.e., one each side of the car minimum).  
Rear lights should not be so bright as to dazzle following drivers and should not be angled upwards from the road surface.
- e) All mandatory front and rear lights must be on constantly during the hours of darkness (i.e., fixed not flashing). Any headlight flash function must be manually operated by the driver.
- f) If cars carry additional lights to those that meet the minimum requirements, these must not shine red if pointing forwards or white if pointing backwards. They must not obscure number plates and must be constant.
- g) Teams should note that there is no obligation for the race organizer to supply any lighting nor stop an event if any lighting that is provided fails during the event. The above-mentioned obligatory lights are required to ensure safety whilst drivers race to the prevailing track conditions with due regard to weather conditions and light levels.
- h) The latest lighting up time (i.e., time at which all mandatory lights on the car must be lit) will be announced at the drivers briefing. If this has to come forward for any reason then at least 1 hours' notice will be given.
- i) Teams must ensure car lights have enough battery life to run their full mandatory lights for 3 hours at day / night events (Blackbushe and Curborough currently) and 10 hours at the 24-



hour race. This is in case the mandatory lighting up time is increased due to poor visibility/weather.

## 14. Transmitting Equipment

- a) No transmitting equipment, including mobile phones, is permitted within the electromagnetic exclusion zone around the lap counting equipment and loop. Any team using a transmitting communication device in their car must guarantee to the race organiser that they will not transmit within the exclusion zone.

## 15. Complaints

### 15.1. Racing Complaints

- a) All teams have the right to complain to a *Race Official* if they feel that a team is breaking any rule, compromising track safety or gaining an unfair advantage.
- b) Complaints must preferably be made and dealt with within the time frame of the race itself or, if this is not possible, a maximum of 15 minutes after the end of the race. This 15-minute post-race period does not apply to technical infringements (rule 16.2).
- c) Any penalty arising from a complaint will be notified to the team concerned by a *Race Official* within the time frame specified in rule 15.1.b and appeals must be made at this time.

### 15.2. Results

- a) It is up to a team who believe that there is a discrepancy in their score to alert the Clerk of the Course / Race Controller to this as soon as the discrepancy is known.
- b) In the event of a discrepancy in their scores which cannot be rectified on the day, a team must inform the Clerk of the Course / Race Controller as soon as practically possible, and certainly before presentations occur, that they believe there is a problem.
- c) If the Clerk of the Course / Race Controller then deems that more investigation is needed they can announce the results as provisional and let any teams who are affected know there is going to be an investigation.
- d) The teams can then be asked to provide evidence within a mutually agreed time frame and the raw data file from the lap counting should be made available to them as soon as possible.

## 16. Penalties

### 16.1. The Penalties

- a) Penalties are in the form of lap deductions from the total number of laps achieved by the team in breach of the rules during the race, as specified in Table 3.
- b) Penalties will be applied for technical infringements (16.2), safety breaches (16.3) and performance advancing infringements (16.4) as detailed.

**Table 3: Penalties for Infringements of *BFPCR* rules**

Penalty 1	Penalty 2	Penalty 3	Penalty 4
Pull into pits immediately Fix problem to satisfaction of <i>Race Official</i>	1 lap deduction	2 laps deduction	4 laps deduction and driver excluded from the remainder of the event

## 16.2. Technical Infringements

- a) For first offence, penalty 1 will be applied;  
2nd offence = penalty 2;  
3rd offence = penalty 3;  
4th and subsequent offences = penalty 4.  
For technical infringements only, a subsequent offence is defined as the failure to remedy a reported infringement. Once remedied, a subsequently reported technical infringement, of the same or other rule(s), is another first offence.
- b) Technical infringements are:
  - a. Damage to car / bodywork resulting in rule infringements
  - b. Defective number plates
  - c. Fading brakes
  - d. At an event requiring lights, a single defective front or rear light

## 16.3. Safety Breaches

- 1) For first offence, penalty 2 will be applied;  
2nd offence = penalty 3;  
3rd and subsequent offences = penalty 4.
- 2) Safety breaches are:
  - (a) Helmet infringements (see 6.1)
  - (b) Pit lane infringements (see 7)
  - (c) Overtaking infringements (see 8)
  - (d) Dangerous driving (see 9)
  - (e) Ignoring flag rules (see 10 and item c below)
  - (f) At an event requiring lights, failure of all front or rear lights
  - (g) Poor visibility from car
  - (h) Inappropriate clothing
  - (i) Lack of supervision of junior teams (see 12.a)
- 3) Red and Yellow Flag breaches are:
  - (a) For any blatant disregard and running of red lights/flags there will be an automatic 10 lap deduction
  - (b) For any blatant disregard and running of yellow lights/flags there will be an automatic 5 lap deduction
  - (c) A driver will be excluded from the rest of the event if a second incident occurs within a season.

## 16.4. Performance enhancing infringements

- a) For first offence, penalty 2 will be applied;  
2nd offence = penalty 3;  
3rd and subsequent offences = penalty 4.
- b) Performance enhancing infringements are:
  - Using more drivers than those permitted for your class
  - Running a car that does not comply to the *BPCS*

### Example:

A car is seen to have defective number plates (i.e., a number might have fallen off) and is reported to a *Race Official*.

The *Race Official* then enacts penalty 1 and informs the team that the car must be brought into the pit lane immediately to have the problem fixed.

The *Race Official* then stays at the team and sees that the numbers are now adequate before allowing the car onto the track.

The stop to make repairs is deemed a sufficient penalty in this case.

If, however, the *Race Official* informs the team of the problem and the team fail to bring the car into the pits (either by not informing the driver or by the driver ignoring the signals) then penalty 2 is imposed and the car deducted 1 lap.

The next time the car passes the pits without stopping, penalty 3 is imposed and the car deducted 2 laps.

The next and subsequent times the car passes the pits without stopping to sort it out penalty 4 is imposed, 4 laps are deducted and the driver in question will take no further part in the race.

## Supporting Documents

Team Sheet

British Pedal Car Specification

Number plate requirements

Lighting Guide

Risk Assessments

## Change log

### Issue 10, effective March 2024

These sections were altered from Issue 9:

6.3. New section defining driver ability and minimum/maximum driver ages.

1.2.f Expanded on note in Table 1 that PCD/PCO are minimum 16+

1.2.g Expanded on note in Table 1 regarding minimum numbers of drivers needed per class.

Table 1 Added specific criteria minimum driver ages.

### Issue 9, effective January 2024 now superseded

These sections were altered from Issue 8:

Definitions expanded

2.3.c Clarified that it is over 2 separate race weekends

2.4 Clarified what a "sprint round is"

2.4.a Stated that method of calculating Sprint Round result is as stated in Race Information Pack.

6.1 Clarified when Helmets must be worn

6.2 Clarified when appropriate clothing must be worn

7.2.a updated pit lane speed limit

7.2.d Clarified where the car must stop.

10.3.f Added rule regarding instructions from Race Control and re-ordered remaining points

10.3.h added clause about blatant breaches of flag rules

11.d added force majeure clause for numberplates

13.i Added rule stating minimum battery life for lights

16.2 b(d) "Technical Infringement" changed to a single defective light.

16.3 2(f) "Safety Breach" changed to failure of all front or rear or all lights.

16.3 Added specific penalties for Red/Yellow flag breaches.

### Issue 8, effective January 2022 now superseded

These sections were altered from Issue 7:

1.1 d Lap counting tags wording amended

1.2: Minimum ages for PCO & PCD

1.3: Class designation corrected

6.1.d Added rule on attachments to helmets e.g. cameras and lights

9.3: Caffeine tablets highlighted

10.3 b: Red Light rule clarified

12: Rules on supervision of junior teams clarified.

13: Front lights rule amended; Rear Lights rule clarified; Requirement for reflectors removed; Rules on additional ("marker") lights clarified.

16.3 b: Rules on supervision of junior teams reiterated as "safety breach".

### Issue 7, effective January 2019 now superseded

These sections were altered from Issue 6:

2.3(c) 2.3(e) added (2.3 renumbered down), Table 1, 4.1(b), 4.1(e), 4.1(f) 4.2(c), 7.2(a),

Rule 10.1 & 10.3 rewritten to include lights and flags, 10.3(f) added, 12(a), 12(b), 16.2(b), 16.3(b)

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*Last Updated and effective from March 2024*

### **Issue 6, effective 1<sup>st</sup> December 2016: now superseded**

These sections were altered from Issue 5:

1.1(a); 1.1(b); 1.2(b); 1.2(c); 1.2(d); 1.3(a); 2.3(c); 10.3(a) 10.3(b)

### **Issue 5, effective 30th October 2011: now superseded**

These sections were altered from Issue 4:

1.1.d; 1.1.e; Table 1; 2.2.e deleted (2.2.f renumbered down); Table 2; 4.1.a; 6.2; 15.2

### **Issue 4, effective 31st October 2010: now superseded**

These sections were altered from Issue 3:

Table 1; 2.2.e; 2.2.f; Table 2 (final column heading); 4.1.a

### **Issue 3, effective 1st November 2009: now superseded**

These sections were altered from Issue 2:

1.2.e; Table 1; 4.1.f; 7.2.d; 10 (title of); 10.2.d; 13

### **Issue 2, effective 2nd November 2008: now superseded**

These sections were altered from Issue 1:

1.1.a; 2.2.e; Table 2; 4.1.e; 13.e; 13.f

### **Issue 1, published 3rd February 2007: now superseded**