

BHA GENERAL INSTRUCTIONS

BHAGI 3.1
Dtd 24 March 2018

To: Managing Executives
From: Chief Executive
Subject: NOTIFICATION OF EQUINE EVENTS/RACING SURFACE
RESTRICTIONS/RACECOURSE GALLOPS
RACECOURSE ACCESS BY OTHER UNGULATE (HOOVED) ANIMALS

Notification of Equine Events

1. Notification of any event which involves horses/ponies entering racecourse property, other than for Meetings run under the Rules of Racing, or for horses taking part in racecourse gallops (see paragraph 5), must be made to the Racecourse Operations Department at Head Office at least four weeks before that event is due to take place. The following details must be given viz:

- (i) name of the promoting organisation;
- (ii) where on the racecourse property the event is to be held;
- (iii) whether or not the official racecourse stables will be used;
- (iv) how long the horses/ponies will remain on the property;
- (v) the steps which the Managing Executive and that organisation intend to take to comply with the requirements of the Vaccinations Code and BHAGI 7.2.

Racing Surface Restrictions

2. Where any part of the racing surface is to be used the above notification must also include an application for authorisation, giving full details of the use to which the track will be put.

3. The BHA has directed that only in very exceptional circumstances will authorisation be given if the event is to take place less than ten days before the next fixture run under the Rules of Racing on the same turf track.

4. Aircraft are NOT to be allowed to land on the racing surface. It must also be ensured during a meeting that no aircraft lands or takes off from the racecourse without the express permission of a nominated representative of the Managing Executive.

Racecourse Gallops – racing surface

5. Racecourse gallops taking place on the racing surface on racedays are not permitted unless

- a) prior permission has been granted by the Racecourse Department, or,
- b) the gallop takes place after racing has ended.

A racecourse gallop must not take place whilst a Stalls Test is in progress. Veterinary and Medical arrangements are at the discretion of the Managing Executive subject to compliance with any relevant legislation or government guidance.

Racecourse Gallops – announcements

6. Whenever a racecourse gallop is scheduled to take place on a raceday announcements should be made on the racecourse to advise the public of:

- a) the name of the horse(s)
- b) the name of the rider(s)
- c) the distance of the gallop
- d) the time of the gallop

Racecourse access by other ungulate (hooved) animals

7. No ungulate animal (commonly known examples of ungulates are horses, zebras, donkeys, cattle, bison, camelids, goats, pigs, sheep and many species kept in zoos) apart from horses and ponies engaged to run at the meeting may enter racecourse premises without the explicit permission of the Racecourse Operations Department.

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London WC1V 6LS

Circulation
Inspectors of Courses
Veterinary Officers
Racecourse Association
Stewards
Assistant Stewards

BHA GENERAL INSTRUCTIONS

BHAGI 3.2
Dtd 1 Oct 2019

To: Managing Executives
From: Chief Executive
Subject: THE TRACK, STATE OF THE GOING & WATERING

Introduction

1. This BHAGI has been written in two parts. The first part covers the mandatory requirements. Annexes A and B have been developed in conjunction with the Racecourse Association and are provided for best practice guidance.

Racing Surface

2. The Managing Executive is responsible for the condition of the course as stated in BHAGI 1.5 and must aim to produce consistent ground and to maintain this consistency during a race meeting, in line with industry best practice.

Clearly, there will be times when racecourses are unable to influence their ground owing to weather conditions (e.g. after heavy rainfall) but Jump courses should aim to provide good ground (and no firmer than Good to Firm). Flat courses should aim to provide good to firm ground. It is accepted that some Managing Executives may wish to produce good ground depending upon their track topography, soil type, weather patterns and/or whether they are staging two or more consecutive days racing. To optimise recovery of the sward, the ground must be 'put back' as soon as possible after any use of the racing surface. (See also Annex A paragraph 8). Sufficient raceday staff should be employed to tread in the course (particularly bends) between races. At Jump meetings Fence Attendants may carry out this duty.

3. Managing Executives must inform the raceday Stewards of all works involving the displacement of the racing surface which have been carried out since the previous meeting.

All-Weather Racecourses – Maintenance and Records

4. In the case of a synthetic (All Weather) Track, the racing surface is to be maintained in accordance with the surface manufacturers' recommendations and/or as agreed with the Racecourse Department. Furthermore, records of the refurbishment work and any other non-routine maintenance work which is carried out must also be kept and made available for inspection by the Inspector of Courses. The course must also be reinstated as necessary during racing in order to maintain consistent going.

For the benefit of the racecourse as a management tool and to help respond to complaints about the quality of the surface, accurate records of the following must be kept, the frequency depending on the course's fixture programme:

- (i) rainfall for a 48 hour period prior to every fixture (representing the amount which has fallen on the racing surface);
- (ii) maximum and minimum air temperatures;
- (iii) irrigation applied in inches or millimetres over given periods and areas;

- (iv) moisture content of artificial surface

Turf Racecourses - Records

5. For the benefit of the racecourse as a management tool and to help respond to complaints about the quality of the surface, accurate records of the following must be kept, the frequency depending on the course's fixture programme:

- (i) rainfall (representing the amount which has fallen on the racing surface);
- (ii) maximum and minimum air temperatures;
- (iii) surface and subsurface ground temperatures (using a ground minimum thermometer and 4 inch sub surface soil thermometer);
- (iv) irrigation applied in inches or millimetres over given periods and areas;
- (v) routine maintenance (i.e. method of putting ground back, fertiliser application, mowing, aeration treatments, compaction relief etc);
- (vi) movement of running rail;
- (vii) any instances of consistent standing water.

Management

6. Managing Executives must retain the services of a turf consultant (and/or synthetic (All Weather) consultant as applicable).

Fixture Allocation

7. Fixture allocation in relation to racecourse 'going' will be reviewed annually by the Racecourse Department in conjunction with the Racing Department on the basis of 5 years' going and abandonment data to allow for significant climatic fluctuations. Managing Executives must therefore consult the BHA's Optimum Use of the Turf documentation (compiled annually for each course) to ensure their pattern of fixtures is appropriate and conducive to good turf management.

Where a course consistently fails to meet the going aims laid down in paragraph 2, the Racecourse Department will discuss with the course the possibility of moving relevant fixtures to a date more suited to the weather conditions and soil type of the course. The BHA Racing Department will then be advised accordingly.

Groundsmen

8. At least two individuals of the Groundstaff team (which includes the Clerk of the Course) must be qualified in turf management (agriculture or, preferably, amenity horticulture) to the following levels or equivalent:

- | | | |
|------|--|---|
| (i) | One member of the Groundstaff Team: | Based on NVQ Level 3/Racecourse Groundstaff Management Skills (formerly Advanced) Course |
| (ii) | Second member of the Groundstaff Team: | Based on NVQ Level 2/Racecourse Groundstaff Turf Management (formerly Intermediate) Course. |

Existing Clerks of the Course and Head Groundsmen in place before 1 January 1999 may be exempted from the qualification requirement on the basis of their previous experience which will be assessed by the Joint Accreditation Board (consisting of representatives from the BHA, RCA and BHEST).

Note: Since 1 January 2013 any newly appointed Head Groundsman must be qualified in both elements (i) and (ii) above within 12 months of being employed in the role.

9. The Managing Executive is to produce by the end of October each year the turf consultant's report on the condition of the course. A copy must be sent to the Racecourse Department within three weeks of the date of receipt by the racecourse. The main objective of the report is to review turf management practices. The timing of turf consultants' visits should be varied from year to year so that the course can be assessed at different times of the course's racing calendar.

10. At least every four years, a full audit of the track is to be undertaken by the consultant who must report on the following:

- (i) the sward (to include grass varieties, lengths, thatch etc);
- (ii) soil type and nutrients;
- (iii) infiltration rates and any drainage problems;
- (iv) compaction;
- (v) fertilising regime;
- (vi) root depth;
- (vii) irrigation regime and efficiency;

- (viii) track repair regime;
- (ix) equipment/machinery needs.

In the case of a synthetic (All Weather) Track, the Managing Executive concerned must produce to the Racecourse Department by the end of October an annual report compiled by an independent consultant on the condition of the racing surface. This will include at representative intervals and distances from the inside running rail on a track prepared for racing:

- (i) the depth of the cushion and pad;
- (ii) infiltration rates through the pad and base of the track;
- (iii) an overall material composition percentage breakdown;
- (iv) a binder effectiveness assessment if applicable;
- (v) a grading of sand particle size.

Note: Racecourses may wish to include other tests for analytical purposes (e.g. biomechanical or microscopic assessments) in addition to the above mandatory requirements.

Preparation of the Ground – Turf Courses

Equipment

11. a) The Managing Executive must apply best management practices and have access to the following maintenance equipment as a minimum:
 - (i) suitable tractors with low ground pressure/turf tyres to minimise the risk of damage to the racing surface;
 - (ii) front-mounted rotary or cylinder mower(s), unless permission has been granted by the Inspector of Courses for the use of rear-mounted mowers on the racing surface.
 - (iii) spiker/slitter;
 - (iv) verti-drainer or other compaction relieving implement;
 - (v) fertiliser spreader;
 - (vi) light ring rolls;
 - (vii) grassland harrows or scarifier;
 - (viii) spraying equipment;
 - (ix) overseeder/direct drill.

Managing Executives may use a contractor for occasional specialist work to the racing surface but must ensure that contractors are issued with clear instructions on what equipment is acceptable for use and the practices to be adopted in accordance with those defined in this Instruction (i.e. low ground pressure tyres etc).

Irrigation

- b)
 - (i) To achieve a consistent racing surface when there is a risk of the ground drying out racecourses must have the ability to apply a minimum of 6mm of water in 24 hours. Where a racecourse installs a completely new watering system, the system and supply must enable the ability to apply 12mm of water in 24hours. All racecourses staging Jump fixtures during May - September must also have the ability to apply 12mm of water in 24 hours.
 - (ii) Furthermore, to ensure consistency of water applications can be maintained at all times, racecourses must have access to a back up pump system so that the means of application is not impaired.

Putting Ground Back After Racing

- c) The ground must be reinstated as soon as possible after racing to optimise sward recovery. Guidelines on the most suitable method for reinstating the ground are described in Annex A.

Preparation of the Surface – All Weather Courses

Equipment

12. The Managing Executive must apply best management practices and have access to the following maintenance equipment as a minimum:

- (i) suitable tractors with tyres appropriate for the equipment in use;
- (ii) gallopmaster with wheel eradicators (if appropriate);
- (iii) power harrow;
- (iv) disc harrow;
- (v) chain harrow;
- (vi) flat roll;
- (vii) ring roll;
- (viii) grader;
- (ix) rotovator.

Drainage and Other Work Involving the Displacement of the Racing Surface

Plans

13. To assist in future track management processes and/or assist the diagnosis of track-related problems, a plan showing the position of all known drains and other subterranean works on, or in close proximity to, the track must be maintained, updated as necessary and retained in the racecourse offices.

A copy of the original plan and any update to it is to be sent to the Racecourse Department. The updated plan must be made available on request to the Stewards of the Meeting or the Inspector of Courses.

Notification of Works

14. Where work which has to be carried out in an emergency situation is involved, a report should be made to the Racecourse Department within 48 hours after the work has been done. In all other situations, including displacement of the racing surface, a request for approval must be made to the Racecourse Department well in advance of the anticipated commencement of work.

Notes:

- (i) The Racecourse Department will subsequently notify the relevant Inspector of Courses of the report or request.
- (ii) Displacement of the racing surface includes treatments undertaken by mole ploughs, para ploughs, shakaerators and sub-soilers.
- (iii) Turf-conditioning, spiking, verti-draining and sand slitting are not notifiable.

15. Where advance notice of drainage work is given the Racecourse Department will **only** approve the project when the Managing Executive has consulted a specialist and has provided:

- a) a brief statement outlining the reason(s) behind the work and the measures to be taken;
- b) a drawing to an appropriate scale showing ground levels and with all drains shown clearly, indicating diameters and outlets;
- c) a specification for the work covering all materials and working method, including excavation, backfilling and reinstatement of trenches;
- d) the timescale in which the works are to be carried out.

Note: Managing Executives should note that the Racecourse Department may forward details of proposed drainage works to an independent expert for their comments prior to approval being granted. This approval procedure can take up to three weeks to complete, and Managing Executives should take this into account when planning a start date for the work.

16. Following completion of the work, the Racecourse Department must be notified in such time as to enable the Inspector of Courses to inspect the course before racing next takes place.

17. The Chairman of the Panel must be informed before he walks the course of all works involving the racing surface which have been carried out since the previous meeting.

Crossings/Canter Downs/Service Track

Crossings

18. Crossings are to be regularly maintained and refurbished so that the crossing surface remains level with the turf on each side of the crossing, and the turf edges are to be replaced as soon as they become contaminated and lose their structure. The materials used for crossings, and whether or not grass clippings will be used, must be agreed with the Racecourse Inspectorate.

Canter Downs

19. Canter downs are to consist of turf or any artificial surface approved by the Racecourse Inspectorate and are to have a level surface and be well maintained. Canter downs must be at least 2.5 metres wide and must be railed with approved running rail where advised by the Inspector of Courses.

Service Track

20. Unless alternative arrangements for vehicle access have been agreed with the Inspector of Courses, a well maintained service track (suitable for essential service vehicles e.g. doctors, ambulances, vets, horse ambulances, recovery vehicles) with passing places must run on the inner or outer of the racetrack so that all parts of the racetrack are easily accessible for such services.

Description of the Going

21. The official description of going must be given as detailed in this Instruction and must relate to the state of the going at the time of inspection. The official description is not to be a forecast of likely going.

If the going varies at different parts of the course, the Going Report must convey the differences in the official description. Subject to the weather conditions highlighted in paragraph 23, the Going Report must also be accompanied by a GoingStick reading(s) taken as follows:

- (i) By 16:30 the day prior to declarations closing or by 08:30 on the morning of declarations – the latter being a necessity where the official going has changed overnight; and
- (ii) On the day of racing (see paragraph 37).

22. The state of the going is to be described only by one of the following official descriptions:

Hard
Firm
Good to Firm
Good
Good to Soft
Soft
Heavy

When significant areas of ground differ from the majority, the description should be given as, for example, Good to Firm (Firm in Places).

When significant course watering has taken place within the previous 72 hrs, the description should be given as, for example, Good to Firm (Watering), or Good to Firm (watered) (when the irrigation process has been completed).

In the case of an All Weather Track the state of the going is to be described only by one of the following official descriptions:

Fast
Standard to Fast
Standard
Standard to Slow
Slow.

23. When the going is not assessable due to frost, snow or waterlogging the state of the going should be given when it was last assessable, together with the date and the current situation:

Example for a going report given on 6th February: 'Not assessable (Frozen) 2nd February (Good).'

For Jump racing only, where the going is assessable but there is insufficient moisture in the ground to race (i.e. the going is Hard), the state of the ground must be given as 'Hard (unraceable)'.
Hard Going at Jump Meetings

24. The following procedure should be adopted when Jump racing may have to be abandoned because of hard ground on any part of the course:

- (i) An inspection must take place by 08.00 the day before the meeting.
- (ii) The Clerk of the Course must contact the Inspector of Courses at least 24 hours before the proposed inspection time and arrange for his attendance at the inspection (see paragraph 25). If it is then considered that the ground is Hard, and consequently in an unfit state to race, the meeting must be abandoned at that time in accordance with Rule (B)46 irrespective of the weather forecast.

Inspection and Abandonment Protocol for Racecourse Managing Executives

25. **When racing is in doubt at any time because any part of the course is not safe for racing an inspection must be held.** The Clerk of the Course should consider contacting the relevant Chairman of the Panel and, if necessary, arrange for his (or another Steward's) attendance at the inspection.

Note: It is the Managing Executive's decision as to whether a Steward is asked to attend an inspection. The Racing Calendar Office must be notified without delay of the decision to inspect and the outcome of any inspection. In the event of an abandonment, they must be provided with a certificate highlighting the time and reason(s).

A decision to abandon a meeting at any time before noon three days prior to that on which it is due to take place can only be taken by the BHA. In such circumstances the Inspector of Courses must be contacted by the racecourse beforehand. If, following an inspection in these circumstances, the decision is to abandon the meeting the Clerk of the Course must contact the Racecourse Department forthwith seeking approval for the abandonment.

When the Racecourse Managing Executive decides that a meeting is likely to go ahead as scheduled, even though the course is unraceable at the time of the inspection, the Clerk of the Course must ensure, when informing any person or body or answering enquiries into the likelihood of racing, that the situation is made absolutely clear. In these circumstances an inspection must be held in order to be satisfied that the course is raceable. In addition the Clerk of the Course must also mention the possibility of holding a further precautionary inspection in the event of a forecast deterioration in the weather.

Precautionary inspections can also be announced where a course is currently raceable but adverse weather may put the meeting in doubt.

26. Whenever possible, Clerks of the Course should take account of important administrative deadlines (e.g. 10.00am declarations to run, 13.00pm deadline for the declaration of Riders) with regard to the timing of inspections held the day before or on the day of racing. Guidance regarding such deadlines (and other factors to be taken into account when abandoning race meetings) is shown at Annex B.

Information about the state of the Going, Inspections, Possible Abandonments etc. to Owners and Trainers.

27. The Clerk of the Course is to provide the Racing Calendar Office with a telephone number through which Owners and Trainers can obtain information on, for example, the state of the ground, GoingStick readings, recent rainfall, rail movements, doubtful weather, possible abandonments and any significant watering which has taken place in the previous 72 hours. Such numbers will be published in the 'Races to Close' section in the Racing Calendar whenever the course in question has a meeting. The Racing Calendar Office must be notified of any necessary changes and these will be published as soon as they are known.

28. Trainers making enquiries are to receive information on the state of the ground at the time of enquiry by reference to one of the official descriptions. The current GoingStick reading should also be highlighted. When a notice on the prospects of racing and any planned inspections is updated on the Racing Administration Internet site and therefore

issued to the press/media by the Racing Calendar Office (See information to the press/media below), and updated where necessary by 08.30 the following day, a prepared statement on the same lines must be left at that telephone number referred to above. If the telephone is not manned, a message giving the up to date statement must be left on an answering machine. The message should include the date and the time the report was made.

29. On the day before a race meeting, or two days before where one or more races is the subject of a 48 hour declaration stage, the Clerk of the Course (or person nominated by the Clerk of the Course who has knowledge of the state of the going) must be available between 08.00 and 10.00 to answer enquiries on the state of the going. The telephone number should be indicated separately in the Racing Calendar supplement.

Information to the Press/Media about the State of the Going, Inspections, Abandonments, the Positioning of the Starting Stalls and Running Rail movements.

30. The Press/Media is to be informed officially of the state of the going and any planned inspections. This will be achieved by the Clerk of the Course updating the Racing Administration Internet site. If significant watering has taken place during the previous 72 hrs this must be stated too, and GoingStick readings must also be provided for the morning of declarations and on each raceday. Details of recent rainfall and of any running rail movements must also be stated. Comments should be limited to essential information only.

31. Information about the going must be officially recorded by using the Racing Administration Internet site (www.racingadmin.co.uk) as soon as possible - but no later than the afternoon time(s) specified in paragraph 33, unless otherwise specified below - on the following days and regardless of whether or not the going has altered.

48 Hrs Declarations Fixtures

1. The day prior to entries closing
2. The day prior to declarations closing
3. Morning of declarations (by 08.30)
4. The day before racing
5. The day of racing (at least 2 hours before the first race)

24Hrs Declarations Fixtures

1. The day prior to entries closing
2. The day prior to declarations closing
3. Morning of declarations (by 08.30)
4. The day of racing (at least 2 hours before the first race)

32. For racing with a 24 hour declaration stage a further 'day before racing' update is only required if, by the afternoon time(s) specified in paragraph 33, there has been a change in going since the morning of declarations report. Consequently, if no such update is provided, the Racing Calendar Office will assume that the morning of declarations report still reflects the current going and will disseminate the latest information accordingly.

33. Going report updates must be provided by 16:30 (Monday to Friday) and 13:00 (weekends and Bank Holidays). For abandonments, and in the unlikely event that the internet site is unavailable, the Going Report Line is manned between 08:00 and 17:00 from Monday to Friday, and between 08:30 and 13:00 at weekends and on Bank Holidays.

34. Immediately on receipt, the appropriate going information will be sent by the Racing Calendar Office by email to relevant press/media outlets. A consolidated daily list of going information will be sent by email within 15 minutes of the daily deadlines referred to above (i.e. 16.30 or 13.00).

35. To allow the public to know where on the track the stalls are to be positioned, the Clerk of the Course is to include such information by 08.30 on the day of declarations. For Flat fixtures as necessary, the Clerk of the Course must also highlight within the Going Report wherever there is a possibility that a 'Flip' Start (rather than Starting Stalls) may be used (i.e. due to the state of the ground).

36. Where pre-planned running rail movements result in a change to the official race distance(s), the impact in yards must be highlighted.

Note: This does not apply to unplanned/emergency running rail movements required at short notice immediately before or during a fixture due to a track issue.

37. On each day of racing the Clerk of the Course should walk and inspect the course with that day's Stewards' Panel Chair (SPC) and agree the going. The Clerk of the Course should draw to the SPC's attention the stalls positioning and any ongoing remedial work or places of concern on the track.

The Stewarding Department should be notified whenever the SPC does not, without good reason, walk the course.

38. The Press Association is to receive an official report of the going during the day of racing, and a raceday Going Report must be included on the Racing Administration Internet Site. These reports may include the raceday GoingStick reading(s). Alternatively, the raceday GoingStick reading(s) is to be taken and promulgated later in the day (e.g. as close as possible to the time of the first race). Additionally, if any change to the official going occurs on raceday from that last reported, the change must be notified to the relevant press/media outlets, as well as the Clerk of the Scales and/or Judge, when the change occurs during racing. These "in running" changes should also be included on the Racing Administration Internet Site as and when they are announced.

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Best Practice Guidance for Optimum Use of the Turf
Guidelines for Abandoning Meetings

Circulation
Stewards
Assistant Stewards
Handicappers
Inspectors of Courses
Racecourse Association
Annex A
Annex B

BEST PRACTICE GUIDANCE FOR OPTIMUM USE OF THE TURF

The Aim

1. The aim of the 'best practice' guidance is to assist the Managing Executive in the production of consistent ground on which sound horses can act to give their best performance, which, in turn, will help maximise field sizes and minimise the risk of injuries. This is achieved by using the general principles of good turf management. It is accepted that the conditions at every racecourse will differ.

In addition to this best practice guidance, Managing Executives must consult the fundamental Turf Management principles laid down in the BHA's annual Optimum Use of the Turf report, as well as the Report's specific comments compiled by the Inspectorate and Racecourse Department (See BHAGI 3.2 paragraph 6).

Going

2. The state of the going should be judged by the degree of resilience of the course which will be affected by the following factors:

- type of grasses;
- density and length of sward;
- root structure;
- moisture content and soil;
- soil structure;
- frequency of aeration.

Clerks of the Course and groundstaff should walk other courses with the Clerk of the Course and/or the Inspector of Courses to encourage a cross flow of information and ideas.

Watering

3. The purpose of watering is to maintain the moisture level essential for good turf husbandry in order to achieve optimum resilience and a suitable, consistent racing surface for the horse. Managing Executives should invest in irrigation systems that apply water consistency whilst meeting the requirements of BHAGI 3.2 paragraph 11.

(i) Timing of Applications

Water should penetrate into the soil to avoid roots being drawn to the surface in search of moisture. When the prevailing weather is likely to be conducive to high evaporation/transpiration rates, it is recommended that watering should take place early morning, evening or during the night, when the most benefit from the irrigation process will be achieved.

(ii) The Watering Policy

The decision to water a track is a matter for the Managing Executive. Factors such as the likely weather pattern (particularly Summer daylight temperatures and wind speed), the soil structure and drainage capabilities of the racecourse should be considered when determining whether and how much water should be applied.

It is essential that the optimum moisture level is maintained in order to avoid dry, impermeable ground.

The risk of extreme ground resulting from a combination of watering and rainfall should be minimised. However, racecourses (particularly those staging Jump fixtures May – September) are always strongly encouraged to irrigate to achieve the going aims specified in BHAGI 3.2 paragraph 2 rather than hope to rely on the possibility of rainfall to achieve those going criteria.

Watering is inadvisable within 24 hours of racing when there is a danger that rainfall could result in extreme ground in the period immediately prior to the meeting.

Overseeding and Mowing (Grass Length)

4. Overseeding (a much more precise and efficient alternative to seeding/filling by hand) should be considered following completion of a racecourse's season as well as during the season when areas of the racing surface have been dolled off to enable them to regenerate. This is particularly important during the Summer period. Grass length for Flat racing should be 3 to 4 inches and for Jump racing should be 4 to 6 inches.

Regular mowing is essential during the growing season.

During non-racing/maintenance periods, the mowing height can be varied.

Frost Protection

5. Where frost is forecast, take offs, landings, crossings and other areas which are vulnerable to frost should be covered.

Moving Rail

6. To reduce wear and tear to a minimum, rail should preferably be moved every meeting with consideration to maintaining a good racing line.

Note: Where safety factors need to be adjusted the requirements of BHAGI 3.8 must be met.

Where Flat racing takes place consideration should be given to establishing exact positions for moving running rail so that moves are made easier and the public can be made aware of distance changes. Clerks of the Course must publicise any significant distance changes (in relation to the Official race distance descriptions) that may have occurred as a result of moving running rail.

7. Managing Executives should take action to alleviate and minimise compaction which may include any of the following:

- (i) regular spiking (balancing the operation with soil type, moisture content and number of fixtures) during the Summer Periods and/or as conditions allow to assist with aeration and water penetration to achieve consistent going;
 - using, for example, verti-drains, earthquake or turf conditioner as advised by your turf consultant;
 - **not** using mole ploughs, shakeaerators or subsoilers without prior BHA permission (see BHAGI 3.2 paragraph 14).
- (ii) putting back ground by hand (i.e. replace divots, backfill and tread in);
- (iii) ensuring that vehicle movement on the track is confined to essential vehicles by providing suitable service tracks;
- (iv) paying attention to chutes, starting areas, take offs and landings on jump courses and by-pass areas.

Putting the Ground Back after Racing

8. The most effective method is to put the ground back by hand (i.e. replace divots, backfill and tread in) as soon after racing as possible.

Note: Courses should aim to achieve this within 24hours of the end of a fixture.

Failing the manual approach, a light ring roller or alternative machinery may be used. A heavy flat roller should only be used in very exceptional circumstances.

Ground must also be put back as soon as possible after horses have schooled on the racing surface between meetings.

The composition of divotting materials will be crucial to the recovery of poached areas. An appropriate root zone mix with seed should be used in a ratio advised by your turf management consultant.

Vermin Control

9. If a problem is identified, racecourses should seek advice from a vermin control contractor and agree an effective policy for the control of vermin (for example: crows, rabbits, moles).

GUIDELINES FOR ABANDONING MEETINGS

ABANDONING THE DAY PRIOR TO RACEDAY

Always assuming that it is safe to do so, the overriding consideration in respect of all abandonment decisions is that racecourses should give racing every chance to take place if at all possible.

This policy has been accepted by all parties in racing. At the same time there is a need to inform racing professionals and the racegoing public as early as possible of any inspections or abandonments, so that they can make alternative arrangements.

The table below outlines key times to consider when planning inspections and the effects on the racing community of abandoning at those times.

CLERKS OF THE COURSE SHOULD UPDATE THEIR GOING INFORMATION DETAILS ON THE RACING ADMINISTRATION WEBSITE WHENEVER THERE IS A CHANGE OR IF AN INSPECTION IS CALLED. THE RESULT OF ANY INSPECTION OR DECISION TO ABANDON SHOULD BE POSTED AS SOON AS IT IS AVAILABLE (THIS PROCEDURE IS DETAILED IN THE OCTOBER 2009 GUIDANCE NOTE PROVIDED BY WEATHERBYS). WEATHERBYS SHOULD BE INFORMED AS SOON AS THE GOING LINE IS OPEN (SEE BELOW FOR TIMINGS).

Time	Event	Considerations
6.50am	TalkSport Racing Bulletin (weekdays only)	Abandoning before this time enables the announcement to be broadcast as early as possible.
8.00am	Declarations open (48 hours for Flat Racing)	Time of Going Update to Weatherbys. Abandoning before this time avoids Trainers making unnecessary declarations. Trainers able to reorganise work for horses which would have run.
8.50am	TalkSport Racing Bulletin (Saturdays and Sundays Only)	Abandoning before this time enables the announcement to be broadcast as early as possible.
10.00am	Declarations close (48 hours for Flat Racing)	Abandoning between 9.00am and 10.00am should be avoided if possible. Trainers will not have sufficient time to make alternative plans. If a later inspection is planned the prospects for racing taking place should be given with the 8.00am Going Update.
11.00am	Regional Newspapers finalise principal editions	Abandoning later could result in abandoned card being carried.

12.00noon	6 Day Entries close, Trade Press page setting, Integrity Service Providers staff depart (depending on distance to travel), horses begin departing if staying overnight, transfer of 'Premier Race' decisions	Trainers will lose chance to re-enter horses that would have run, later abandonment would mean resetting of press pages, and could mean that there is insufficient time to transfer a 'Premier Race'.
1.00pm	Jockey declarations close	Abandoning between 12.30pm and 1.00pm should be avoided as there will be insufficient time to rearrange bookings.
2.00pm	Trade press production, racecard production	Later abandonment can have serious impact on printing of the next day's newspapers and can seriously affect racecard production.

REMEMBER:

IT IS BETTER TO HAVE AN EARLY ANNOUNCEMENT TO KEEP EVERYONE INFORMED, EVEN IF A FURTHER INSPECTION IS NEEDED. THIS ALSO REDUCES THE NUMBER OF TELEPHONE CALLS RACECOURSES WILL RECEIVE REGARDING THE CHANCES OF RACING.

THE TIME OF THE INSPECTION SHOULD BE THE TIME AT WHICH YOU EXPECT THE RESULT TO BE KNOWN.

Note: Please note BHAGI 3.2 paragraph 24 requiring abandonments for Jump Racing because of hard ground to take place no later than 8.00am the day before the meeting.

GUIDELINES FOR ABANDONING MEETINGS

ABANDONING ON RACEDAY

Always assuming that it is safe to do so, the overriding consideration in respect of all abandonment decisions is that racecourses should give racing every chance to take place if at all possible.

This policy has been accepted by all parties in racing. At the same time there is a need to inform racing professionals and the racegoing public as early as possible of any inspections or abandonments, so that they can make alternative arrangements.

The table below outlines key times to consider when planning inspections and the effects on the racing community of abandoning at those times.

CLERKS OF THE COURSE SHOULD UPDATE THEIR GOING INFORMATION DETAILS ON THE RACING ADMINISTRATION WEBSITE WHENEVER THERE IS A CHANGE OR IF AN INSPECTION IS CALLED. THE RESULT OF ANY INSPECTION OR DECISION TO ABANDON SHOULD BE POSTED AS SOON AS IT IS AVAILABLE (THIS PROCEDURE IS DETAILED IN THE OCTOBER 2009 GUIDANCE NOTE PROVIDED BY WEATHERBYS). WEATHERBYS SHOULD BE INFORMED AS SOON AS THE GOING LINE IS OPEN (SEE BELOW FOR TIMINGS).

Time	Event	Consideration
6.30am	Contact RCA with details for TalkSport Bulletin	Information collated by RCA for distribution to TalkSport.
6.50am	TalkSport Racing Bulletin (weekdays Only)	Racing bulletin. Abandonment news will also be on radio news. News generally repeated on the hour.
7.00am	Horses departing from now on	Depending on First race time, Trainers will want to know the chances of racing going ahead as they will be preparing horses to leave for the races.
7.00am	RCA update to PA and Teletext	Update RCA contact as necessary.
8.50am	TalkSport Racing Bulletin (Saturdays and Sundays Only)	Racing Bulletin. Abandonment news will also be on radio news. News generally repeated on the hour.
9.00am	Racing Professionals/Racegoing Public departing for afternoon meetings	Abandonment before this time gives racing professionals the chance to switch meetings. Although the time will vary according to the distance that has to be travelled, the later the abandonment the more disruption this will cause.
10.00am	Overnight declarations close	Abandoning between 9.00am and 10.00am should be avoided. Trainers will not have sufficient time to make changes to their running plans. The opportunity to declare for the following day could be lost.

12.00noon	6 Day entries close, racing professionals/racegoing public depart for evening fixtures.	Opportunity for trainers to re-enter horse elsewhere will be lost. Exact time will vary (as per 9.00am above).
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REMEMBER:

IT IS BETTER TO HAVE AN EARLY ANNOUNCEMENT TO KEEP EVERYONE INFORMED, EVEN IF A FURTHER INSPECTION IS NEEDED. THIS ALSO REDUCES THE TELEPHONE CALLS REGARDING THE CHANCES OF RACING.

THE TIME OF THE INSPECTION SHOULD BE THE TIME AT WHICH YOU EXPECT THE RESULT TO BE KNOWN

BHA GENERAL INSTRUCTIONS

BHAGI 3.3
Dtd 1 Jun 2010

To: Managing Executives
From: Chief Executive
Subject: CHANGES TO THE TRACK, STABLES OR BUILDINGS

Tracks and Buildings

1. When it is intended to make changes of a permanent nature to the track, stables or buildings including stands and access routes used by the Stewards, Officials, licensed persons or integrity services the Managing Executive must initially consult the Racecourse Department and then follow such consultation processes as recommended. Plans of such changes, including any updated versions when amendments are subsequently made, must be sent to the Racecourse Department and Integrity Service Providers as soon as they have been drawn up. No work on such changes shall commence until approval has been obtained from the Racecourse Department.

2. Where significant track reconstruction work has taken place (for example, new bend or wholesale track realignment) the Managing Executive must arrange a gallop over the appropriate area(s) before the staging of fixtures. The gallop must:

- take place no less than 10 days before a scheduled fixture unless otherwise agreed by the Racecourse Department;
- involve a minimum of 3 horses;
- be attended by an Inspector of Courses and Jockeys' Safety Officer (or his representative);
- be communicated in advance to the National Trainers Federation.

3. In addition, plans of any other proposed building work which, once constructed, may interfere with the sight lines of:

- a) the Stewards or BHA Officials, or,
- b) any position used by the integrity services

must be sent to the Racecourse Department and Integrity Service Providers as soon as they have been drawn up.

4. Permission is not required when on a particular day's racing it is necessary to alter the alignment of any part of the track or reposition any portable fences or flights of hurdles temporarily.

New Materials or Equipment

5. In the interests of safety, no new design, equipment or materials are to be introduced on to any racecourse for use during races without written approval first having been obtained from the Racecourse Department.

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London WC1V 6LS

Circulation

Stewards
Assistant Stewards
Judges
Inspectors of Courses
Racecourse Association
Integrity Service Providers

BHA GENERAL INSTRUCTIONS

BHAGI 3.4
Dtd 3 October 2016

To: Managing Executives
From: Chief Executive
Subject: COURSE LAYOUT

Plan of Course

1. A plan showing the detail clearly as laid down in Annex A updated as necessary must be displayed in the Weighing Room. A copy must also be displayed wherever possible in the Jockeys' Changing Room. Any changes affecting the accuracy of this plan are to be notified to the Racecourse Department.

Starting Positions

2. All starting positions are to be marked by a permanent sign with letters/numbers which clearly show the distance of all races started from them.

In addition for all races the front of the stalls or the means of starting a race is to be aligned with a fixed marker block (the Starting Post). The marker block is to be:

- a concrete block with a minimum size of 200mm x 400mm;
- positioned at least 1m behind the running rail and so that it lines up with the front edge of the stalls;
- painted so that it is easily visible with the distance clearly marked on it;
- set into the ground so that it may be mowed or strimmed over;
- maintained so as to ensure that it remains easily visible and in good condition.

Where a racecourse creates a brand new starting position, a professional surveyor must be contacted regarding the surveying in of the start. The Senior Inspector of Courses is also to be contacted to ensure compliance with the BHA's protocol for measuring start distances.

Note: In exceptional circumstances the Stewards may give permission for a race to be started by a 'Flip' or Flag Start from a position up to a maximum of 40 yards in front of the Starting Post.

Furlong Markers

3. Clearly visible furlong markers, marked on both sides, and placed on both sides of the course are to be sited on all Flat courses in the straight or for the last four furlongs whichever is the greater. A clearly visible one furlong marker is to be sited on all Jump courses where the distance from the last obstacle to the winning post is greater than one furlong. All racecourses should also feature half furlong poles, on either side of the course in the final furlong only, to enhance visibility for Judges in adverse weather

conditions. Advertising on furlong markers is permitted, with prior agreement from an Inspector of Courses, in the form of a semi-circular capping over the number display. Advertising attachments to the supporting post of the numerical display are not permitted.

Marker Poles

4.

a) **Flat Racing (keeping straight at the Start)**

All turf and All Weather Track Flat courses, except Chester and Southwell (turf), must have available two sets of marker poles for use at each applicable start. Unless otherwise agreed with the Inspector of Courses, on turf courses marker poles are to be erected on both sides of the course at a standard distance of 80 yards from each straight start of a mile or less and dog legs of a mile or less. On All Weather courses marker poles are to be similarly erected for all starts. The respective positions must be permanently marked and double ring snap clips permanently fitted to the running rail upright to which the marker poles can be attached. Marker poles are to be made from BHA approved running rail with a minimum diameter of 8cm and when erected are to be a minimum of 8ft in height. The top 4ft of the marker poles is to be matt orange in colour (colour code: PANTONE 804C) with the remainder white. The marker poles and four spare clips are to be available in the Weighing Room two hours before the time of the first race for collection by the individual nominated by the Racecourse Executive. A notice must be posted in the Weighing Room indicating those starts where marker poles will be in place and the distance they will be placed from the start.

b) **Flat Racing ('walk-in' procedures at 'Flip' Starts)**

Where a 'Flip Start' is used at specific long-distance starts, e.g. Goodwood and Salisbury, the procedures outlined in c) below shall also apply except that the poles are to be erected 10yards behind the 'Flip Start' equipment. Furthermore, the same protocol must be adopted where **any** Managing Executive is aware before racing that it will be obliged to use the back-up starting procedures outlined in BHAGI 10.1 paragraph 11.

c) **'Jump' Racing ('walk-in' procedures at 'Flip' Starts)**

To facilitate procedures for starting 'Jump' races all courses staging 'Jump' racing are to have a set of marker poles (with four snap clips) to the same specification as those for Flat racing above. The poles are to be erected on both sides of the course 2 yards behind the 'Flip' Start equipment. The method of attachment shall also be as detailed above and consequently running rail must be in situ at the appropriate places.

Screens and Number Boards (electric, electronic or manual)

5. The following alterations to the official race card must be displayed on screens or number boards:

a) non-runners;

- b) declared Riders with allowances claimed if appropriate;
- c) in Flat races, the draw;
- d) extra weight or variation of weight or weight allowance;
- e) colours;
- f) declarations that horses are wearing a hood, blinkers, visor, eyeshield, eyecover, or sheepskin cheek pieces or any combination thereof or a tongue-strap;
- g) positioning of the stalls.

This information is to be displayed continuously or at regular intervals until the horses are started.

6. Screens and/or number boards, visible from all enclosures, are to be provided. They are also to be capable of showing the going and results. Screen and number board staff are to be in communication with the Clerk of the Scales.

Display Boards

7. At least one display board to show copies of Stewards' enquiry reports, photo finish prints and race timing slips is to be provided in a public enclosure.

Running Rails

8. Running rails are defined as those rails which horses run between during the normal course of a race. Running rails define the extent of the course unless Markers are deployed in accordance with paragraph 13 or there is a natural boundary or perimeter fence.

Running rails must be of a design approved by the BHA (see note below), unless horses do not normally run against them during the course of a race. The same restriction applies to lead-in rails to fences and hurdles, rail used for dolling-out, and short sections of running rail. In addition, it must be ensured that the following have been installed on the racecourse:

- a) approved running rail on the outside of all bends and pull up areas;
- b) a 'backboard' at the end of every chute. 'Backboards' must be 6 feet 6 inches high and span the width of the chute. Where 'backboards' are of a non-plastic material, approved running rail must be installed in front of them;
- c) a plastic wing 'return' (18 feet long and 6 feet 6 inches high) down both sides of the back of all chutes.

All running rail must be correctly installed and maintained at all times. Before each race procedures must be carried out to check that the running rail is properly in place throughout the fixture.

Previously approved metal or wooden rails may only be used in certain places with the approval of the Inspector of Courses as perimeter fence to define the extent of the racing surface.

All lengths of running rail which are points of access to the racing surface (e.g. slip rails) are to be colour distinguished.

Note: All new approved running rail must be date stamped (both month and year) by the manufacturer.

9. The gap between running rail and any crowd barrier, backboard fencing, or advertising hoardings must be as wide as it can be without otherwise affecting existing Safety Factors but in any event such gap must be at least 1 metre wide. However, the gap between any newly installed running rail and/or crowd barrier, backboard fencing or advertising hoardings must be at least 2 metres wide, unless otherwise agreed with the Inspector of Courses. Crowd barriers 2 metres or less behind running rails must not have sharp protrusions (e.g. pointed metal railings are not permitted). Other objects, e.g. timing boxes or furlong markers, which are not 2 metres or more behind the running rail must be properly padded.

Loose Horses

10. Managing Executives must consider the following options so as to minimise the risk of injury to horses and Riders posed by loose horses:

- a) use of angled chutes (using wings and/or running rail);
- b) use of false rail;
- c) use of broad tape;
- d) leaving hurdles (that are due to be removed in readiness for a National Hunt Flat [NHF] race) in situ when a Steeple Chases(s) is still due to be run;
- e) mounted outriders.

Consultation must take place with the Inspector Courses before any of the above options are implemented or if for any reason it is not suitable to adopt any of them.

Padding

11. Padding of a type approved by the Inspector of Courses is to be applied to the uprights of running rails on the inside for a distance of 30 yds AFTER each fence or hurdle. If there is a possibility of horses jumping either side of a fence or hurdle, the uprights of both inner and outer running rails are to be padded.

Crossing Places

12. Where moveable rails have to be used at crossing places arrangements are to be made to ensure the safety of riders and horses.

Markers – defining the Course

13. The Markers set out below can be used to define the correct course.

Note: Within any area Markers should be of the same type.

Flat Racing

a) The following Markers may be used (for example to 'block off' a different course) **as long as they are not deployed on the actual racing line** - i.e. the horses do not normally run immediately alongside them:

- black and white hurdles;
- mobile trestles;
- white tape;
- short sections of running rail;
- yellow bollards.

Jump Racing

b) The following Markers may be used to define the correct course, either by being deployed on the actual racing line or, for example, by 'blocking off' a different course:

- black and white hurdles;
- mobile trestles;
- white tape;
- short sections of running rail;
- yellow bollards (These are only to be used for 'blocking off' a different course and **never to be deployed on the actual racing line**);
- Course Direction 'H' and 'C' Markers (see paragraph 15);
- plastic wings (only to be used for NHF races) (see Note: 2).

Note 1: When flights of hurdles are removed and both wings left in situ in readiness for a NHF race, only red and white cones or yellow bollards are to be used (see BHAGI 3.6 paragraph 11).

Note 2: Where NHF races are to be run between the Steeple Chase and Hurdle courses prior approval must have been received from the Inspector of Courses. In addition, the Stipendiary Stewards acting on the day of the meeting must be notified of this arrangement before racing commences.

Note 3: With the prior agreement of the Inspector of Courses Markers may be deployed during a race to change the course lay out. These changes must be indicated on the weighing room map. If the Managing Executive wishes to modify these arrangements they must do so in consultation with the Inspector of Courses.

Note 4: Markers must not be deployed to define the inner racing line around bends or between the last fence or hurdle and the winning post, other than white tape or 'H' and 'C' markers, unless prior approval has been given by the Inspector of Courses or if exceptional circumstances have occurred on a raceday (e.g. track under repair).

14. When Riders have been ordered to bypass a fence or hurdle the route they should take shall be deemed to be the correct course even if this means passing the wrong side of one or more of the Markers highlighted in paragraph 13 **prior to reaching the obstacle**. It is to be ensured by means of providing a suitable gap that Riders then return to the Steeplechase/Hurdle course as applicable at the earliest opportunity. However, if, for example, the last fence in a Steeplechase is to be bypassed on the Hurdle course and there is no opportunity to return to the Steeplechase course it must be ensured that Riders complete the race on the Hurdle course.

Course Direction 'H' and 'C' Markers

15. Where Steeplechase and Hurdle courses diverge or cross, the Inspector of Courses may require Course Direction 'H' and 'C' Markers of the approved type to be erected. Each Marker must be affixed to a backboard 2 feet x 2 feet and mounted on a pole.

Whenever Course Direction 'H' and 'C' Markers are deployed, their siting must be indicated on the plan of the course in the Weighing Room and a specimen of the appropriate Marker(s) or appropriate A3 laminated colour photograph(s) must be displayed in the Weighing Room with the following notice:

Course Direction 'H' and 'C' Markers

Course Direction 'H' and 'C' Markers are in use at this course. A black 'H' on a yellow background indicates the Hurdle course. A white 'C' on a green background indicates the Steeplechase course [delete as applicable]. Riders must always leave the appropriate Marker on their **inside** unless they are instructed not to do so before a fence or hurdle because an obstacle is being bypassed as laid down in BHAGI 3.7. Should a horse not pass a 'H' or 'C' marker on the correct side his Rider must turn back and ride the course correctly from such point, or must pull up.

Note: The use of Course Direction 'H' and 'C' Markers in no way relieves Riders of their responsibilities under Rule (D)40 to consult the course plan.

Dolling Out - Flat Racing

16. Dolling out may be carried out to, for instance, preserve part of the course for use at a later date or to divert runners away from a bad patch of ground. It should be done in such a way as to make the best use of the remaining course. When dolling out, only a running rail and uprights of a pattern approved by the BHA may be used.

Dolling Out - Jump Racing

17. Dolling out may take place for the same reasons as in Flat racing.

In addition, any fences or hurdles which the Stewards may decide under Rule (B)9 (i.e. before the race starts) should be omitted must also be properly dolled out. The following Markers may be used:

- running rail and uprights;
- black and white hurdles;
- mobile trestles;
- red and white cones;
- yellow bollards.

Within any area, Markers are to be of the same type. Furthermore, three direction markers (see BHAGI 3.7 Annex A) must be deployed centrally in the obstacle, but the use of the black and white hazard warning flag is **not** necessary in these circumstances.

To facilitate operations during racing at Winter/Evening fixtures, account should be taken beforehand of which obstacle(s) may need to be dolled out or omitted due to low sunlight (on the basis of historical precedent).

Information on Dolling Out

18. Information on dolling out is to be disseminated by:

- a) ensuring the Chairman of the Stewards and Stipendiary Stewards are informed;
- b) marking any alterations on the plan of the course displayed in the Weighing Room and, where applicable, the Jockeys' Changing Room.

Dolling Out Near Winning Post

19. When horses are forced away from the usual running rail by dolling out near the winning post the usefulness of the reflecting mirror is likely to be impaired. Therefore, when it is decided to doll out near the winning post the Integrity Service Provider is to be informed as far in advance as possible. Where courses have a standard dolling out procedure for certain meetings, each season the Integrity Service Provider is to be provided with the plans for this and informed of subsequent alterations.

20. The Integrity Service Provider is to advise the Managing Executive whether an adjustment of the mirror angle will produce an adequate result or whether the mirror should be mounted on a movable winning post positioned in the dolled out rail.

Winning Posts

21. The winning post must be sited on the opposite side of the course to the Judge's box and be completely vertical, stable and secure to make possible the production for the Judge of a clear and reliable mirror photograph. A survey mark set in concrete must define the location of the winning post to enable accurate alignment of the cameras/mirror. The side of the post facing the photofinish camera is to be specially painted matt vinyl emulsion pale duck egg blue except for the top 30cm which is to be painted matt white).

Security and siting of Winning Post

22. The winning post and attached supports are to be properly enclosed with a fence to protect them from interference. The winning post must be erected wherever possible at least 1.25 metres back from the running rail to achieve a 1 metre gap between rail and mirror when in position. Black backboards if used are to be mounted on a strong stable structure entirely separate from, and to the rear of, the winning post.

23. On permanent winning posts with a black backboard a red and white disc should surmount the backboard directly on the winning line. Permanent and temporary winning posts without a black backboard should have a red and white disc surmounting the Winning Post. In all cases the red and white disc is to be near 60 cms/24 inches in diameter and face the oncoming riders.

24. Sponsors or other advertising signs e.g. 'horseshoes' are **not** to be attached to the winning post. The only permitted attachment to the winning post is the photo finish mirror and the red and white disc as mentioned above. If 'horseshoes' are used they must only be sited beyond the winning post.

From 5 October 2015, any newly designed sponsorship signs or advertising hoarding to be used behind the mirror on the winning line must have an area of block colour, which is free of branding, 50cms (20 inches) either side of the winning post to a height of 2 metres (6 feet 6 inches). In the event that the judge's view of the winning line is not compromised a single word of branding across the back of the winning post may be applied if agreed in advance by the BHA.

Marker Post

25. On the opposite side of the course to the Winning Post there is to be a marker post. This should consist of a white post surmounted by a red and white disc which is to be near 60 cms/24 inches in diameter. The marker post should be positioned behind the rails between 30 cms/1 foot and 60 cms/2 feet after the winning line, and 1 metre behind the running rail, and face the oncoming Riders.

Temporary Winning Post

26. When the Integrity Service Provider states that a temporary Winning Post is necessary but the Managing Executive is unable to provide one, the Press attending the meeting are to be informed that the mirror photograph is unlikely to be of use in deciding the result.

Finishing Line

27. The position of the Finishing Line is to be indicated to Stewards and Officials by reference to a strip mown across the course. This mown strip is to be positioned so that, as far as practicable, it is bisecting the Finishing Line, although it is emphasised the strip is not itself the Finishing Line. It is to be suitably maintained so that there is no appreciable colour difference between it and the surrounding turf (i.e. it must not be mown so short that horses may be encouraged to jump it). The actual Finishing Line is marked on some racecourses by survey marks on the ground at each end of the line; on other racecourses the strip is to be mown while the photofinish is being set up before racing and survey poles are in place across the course to mark the actual finishing line.

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Racecourse Association
Integrity Service Providers
Annex A

Essential Course Detail to be Displayed

ESSENTIAL COURSE DETAIL TO BE DISPLAYED

- A. SEPARATE PLANS FOR DUAL PURPOSE COURSES
- B. STEEPLE CHASE & HURDLE TRACKS CLEARLY DISTINGUISHED
- C. RAILED AND UNRAILED SECTIONS OF THE COURSE AND ANY MARKERS WHICH DEFINE THE COURSE.
- D. POINT OUT THE INDIVIDUAL STARTS - STEEPLE CHASE, HURDLE & FLAT.
- E. THE WINNING POST(S)
- F. ALL FENCES (INCLUDING SIDE BY-PASSED) – PLAIN, OPEN DITCH OR WATER JUMP.
- G. APPROXIMATE LOCATIONS OF HURDLES (INCLUDING SIDE BY-PASSED)
- H. VEHICLE CROSSINGS
- I. HORSEWALK, ENTRY & EXIT TO COURSE
- J. ROUTES TO THE START
- K. COLLECTING RING AREAS AT CERTAIN STARTS
- L. NOTABLE LANDMARKS, GRANDSTANDS, RESERVOIRS ETC.

BHA GENERAL INSTRUCTIONS

BHAGI 3.5
Dtd 1 Oct 2019

To: Managing Executives
From: Chief Executive
Subject: STEEPLECHASE COURSES & FENCES

Number and Width of Fences/Guard Rails

1. In a Steeplechase course there are to be at least twelve fences in the first two miles and each succeeding mile at least six fences. Each fence must be a minimum of 30 feet in width. Furthermore, any reduction in width from an existing dimension can only be implemented with the prior agreement of the Inspector of Courses.

2. There is to be at least one open ditch for each mile. In addition, one of the above fences may be a water jump (paragraph 6). However, under no circumstances must the first fence to be jumped in a Steeple Chase be either a water jump or an open ditch.

Note: If, so as to avoid them being the first fence, an open ditch or the water jump have to be by-passed, the by-passing equipment must be deployed accordingly and removed for subsequent circuits if applicable.

3. Where there are guard rails on any fence, the guard rails are to be protected with rubber padding and coloured orange. The top edge of a guard rail must not be higher than 2 feet 3 inches above ground level when measured to the vertical.

Plain Fences

4. Unless otherwise approved by the Inspector of Courses, fences may vary in height from a minimum (at the time of pre-season inspection) of 4 feet 6 inches measured on the take off side. All the fences on any one course are to be of the same materials; these may be:

- a) all birch, or;
- b) birch with the bottom brought out with spruce or other material approved by the Inspector of Courses to a maximum of 3 feet 6 inches up the face of the fence.

5. Fences are to be built on a base 6 feet to 6 feet 6 inches in depth measured from the front of the take-off board to a point on the ground directly below the extreme back of the fence. The slope of the fence, with or without an apron, is to reduce the thickness at the top to not less than 1 foot 6 inches (at the time of pre-season inspection). The top of the fence may be slightly rounded off from the take off side. Take-off boards are to be painted light matt orange.

Water Jumps

6. If it is intended to change the course by adding or removing a water jump, permanently or temporarily, the Managing Executive is to secure the approval of the Inspector of Courses beforehand in case the change necessitates the re-siting of other fences.

Fences are to be a minimum of 3 feet in height measured on the take-off side. The materials must be all birch, or birch with the bottom brought out 2½ feet to 3 feet to the take off board with spruce or an alternative material with the approval of the Inspector of Courses. The overall width of the obstacle must be 11½ feet to 12 feet and the width of the water is to be 9 feet measured from the back of the birch to the lip of the water. The water must be a uniform depth of 3 inches. All water jumps are to have a take off board painted in light matt orange and any ramped ground before the fence must not be built up by more than 6 inches unless otherwise decided by the Inspector of Courses.

Open Ditch

7. The overall base of the fence is to be between 7 feet 6 inches to 8 feet measured from the inside face of the take-off board to a point on the ground directly below the extreme back of the fence. Unless otherwise approved by the Inspector of Courses, the fence is to be not less than 4 feet 6 inches (at the time of pre-season inspection) measured from the ground level on the take-off side, and at least 2 feet thick. The top may be slightly rounded off on the take-off side.

8. The fence is to be made of birch or other suitable material. The turf in the ditch, dug out or level, is to be removed or sprayed a neutral colour. The material with which the fence is faced is to completely obscure the front frame rail of the fence as agreed with the Inspector of Courses. At least 2 feet of the 'ditch' must be exposed.

9. The take-off board, which is to be securely fixed, is to be between 1 foot 6 inches and 2 feet in height. The take-off board should slope at an angle of about 60 degrees to the ground. The take-off board is to be painted light matt orange and the top of the board is to be protected with rubber padding (also coloured orange).

10. There is to be a gate, large enough to allow the passage of a horse, in each wing of the fence at the ends of the ditch or the wing must be removable. If the ditch is dug out the ground, at its sides where it joins the wings, is to be sloped.

Portable Fences (Plain Fences or Open Ditches)

11. Portable fences made of timber or steel frames filled with birch may be introduced into existing Steeplechase courses with the agreement of the Inspector of Courses.

12. The fences are to be of a pattern approved by the BHA and must look like other existing fences. The Inspector of Courses or the Racecourse Department can provide construction details when requested.

Fences for Cross Country and Aintree Grand National Course Races

13. a) In the case of Cross Country Races, which have been specially approved by the Authority, the minimum height of the fences may be lower than the dimensions laid down in paragraph 4 provided that the dimensions, design and slopes comply with that laid down by the Racecourse Department (details available from the Racecourse Department);

b) In the case of Aintree Grand National Course races the minimum height of the fences must comply with those laid down in paragraphs 4, 6 and 7. All other elements of the overall design of the fences must comply with the most recent specifications provided to and approved by the Racecourse Department.

Maintenance of Take-Offs and Landings

14. (i) to promote growth and achieve the desired going, fence positions should be able to be watered individually;
- (ii) pedestrian or light ride-on mowers are to be used for mowing take-off and landing areas of fences to minimise compaction;
- (iii) aeration of take-off and landing areas must be carried out frequently, albeit not to the detriment of the soil structure;
- (iv) where possible, sections of fences should periodically be dolled off to minimise wear and tear;
- (v) in certain circumstances fleece should be used to assist and promote growth on take-off and landings.

Wings

15. The wing is to be a minimum of 6 feet 6 inches in height and about 18 feet in length. It is to make an angle of between 0 and 15 degrees from where it joins the fence. Alternative arrangements may be made in conjunction with the Inspector of Courses for those races run over a BHA approved Cross Country course.

16. The wing and wing supports are to be white plastic, or of natural growing substitutes (for example, hedges), but the materials and design of both are to be approved by the Inspector of Courses.

17. Where possible, the full height of the leading edge of both wings, when of plastic, is to be padded.

18. Except where an Inspector considers it impracticable, a white lead-in rail not less than 36 feet long should be used at the inside. The rail is to be of a design approved by the Authority. The leading end of the lead-in rail must be fronted by a bundle of birch.

19. Where advertising hoardings are attached to the back of fences they must be properly secured and must not extend beyond the height of the frame.

20. Where LED Screens are attached to the back of fence frames they:

- a) must be properly secured and must not extend beyond the height of the fence frame;
- b) must not extend more than 2 feet from the base of the fence frame;
- c) must be static when runners are on the racing surface or in the vicinity of the LED screens, i.e., going to post on an adjacent canter down where LED screens are deployed

Lay-bys

21 Where a fence has an adjacent inner running rail, a lay-by 20 yards long and 2 yards wide must be provided on the landing side, unless otherwise agreed with the Inspector of Courses.

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Circulation
Inspectors of Courses
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BHA GENERAL INSTRUCTIONS

BHAGI 3.6
Dtd 1 Oct 2019

To: Managing Executives
From: Chief Executive
Subject: HURDLE COURSES, TYPE OF HURDLES

Number of flights

1. To maximise consistency across racecourses, there are to be at least eight flights of hurdles in the first two miles of the course and an additional flight for every additional quarter of a mile. During a race two members of the racecourse staff (Fence Attendants) are to be stationed at every flight jumped twice in a race or one such member at a flight jumped once.
2. Timber Hurdles are to be made of ash and, only when ash is unavailable, oak.

Timber Birch Hurdles: dimensions and construction

3. Timber Birch Hurdles are to be not less than 3 feet 6 inches from the top bar to the bottom bar. The legs are to be straight and are to extend as feet 1 foot 6 inches below the bottom bar; they are not to project above the top bar by more than is necessary to allow the feet to be driven firmly into the ground. The legs must be 3 inches by 2 inches, rounded off in a consistent radius from leading edge to rear edge, and, for safety reasons, are to project above the top bar by no more than 3½ inches. The five rails are to be 8 inches apart and all rails and struts are to be 2 inches by 1 inch with chamfered edges to promote equine welfare. The three middle bars are to be secured by dowelling with the struts and other rails secured with flat-headed 6mm coach bolts.
4. BHA approved brackets may be used to replace the mortice joints for bottom rails only, secured to the legs by two 6mm coach bolts. The bottom bracket must be positioned in the 'U' position, and the rails positioned securely into the bracket before fixing with a 6mm coach bolt. At each flight of hurdles, both hurdles in situ and spares must be of uniform construction.
5. Timber Birch Hurdles are to be driven into the ground so that the bottom bar rests on the ground. To promote consistency, the angle of the hurdle is to be such that the top bar is 37 inches above ground level and the overlay from the top bar in the direction of racing is a measurement of 1 foot 8 inches beyond the bottom bar. Each flight of timber hurdles must be at least 30 feet in width. Any reduction in width from an existing dimension can only be implemented with the prior agreement of the Inspector of Courses.
6. Timber Birch Hurdles are to be completely laced to the bottom with birch or other suitable material (gorse is not a suitable material). The take-off board is to be of external ply, ¾ inch – 1 inch thick and must be secured to and cover the bottom two rails so that it is flush with the ground when the hurdle is in position, and regularly painted matt orange.
7. The top rails and the tops of the legs, which are not to be capped or bound with metal, and to enhance equine welfare the top rails and standards to the take off board are to be completely padded, leaving no edges exposed, are to be protected with rubber padding applied before the timber hurdle is laced and are to be painted orange. . The padding is to be either high density polyethylene or closed cell foam rubber, a minimum

thickness of ½ inch and covered by a durable matt orange material. Only materials approved by the Inspector of Courses are to be used.

Timber Padded Hurdles: dimensions and construction

8. Timber Padded Hurdles are to be not less than 3 feet 4 inches from the top bar to the bottom bar. The legs are to be straight and are to extend as feet 1 foot 6 inches below the bottom bar; they are not to project above the top bar by more than 2 ½ inches and a rubber hurdle cap must be secured to the leg by the same 6mm coach bolt also securing the top rail. The legs must be 3 inches by 2 inches, rounded off in a consistent radius from leading edge to rear edge. Of the five horizontal rails making the hurdle structure, the lower two horizontal rails are to be 8 inches apart, the second and third rails from ground level are to be 6 inches apart and the third and fourth and the fourth and fifth rails are to be 8 inches apart. The fifth and top rail must have a vinyl orange cover wrapping around it secured by means of Velcro. All rails and struts are to be 2 inches by 1 inch with chamfered edges to promote equine welfare. The three middle bars are to be secured by dowelling with the struts and other two rails secured with flat-headed 6mm coach bolts.

9. BHA approved brackets may be used to replace the mortice joints for bottom rails only, secured to the legs by two 6mm coach bolts. The bracket must be positioned in the 'U' position, and the rails positioned securely into the bracket before fixing with a 6mm coach bolt. At each flight of hurdles, both hurdles in situ and spares must be of uniform construction.

10. Timber padded hurdles are to be driven into the ground so that the bottom bar rests on the ground. To promote consistency, the angle of the hurdle is to be so that the top bar is 36 inches above ground and the overlay from the top bar in the direction of racing is a measurement of 1 foot 6 inches beyond the bottom bar. Each flight of timber hurdles must be at least 30 feet in width. Any reduction in width from an existing dimension can only be implemented with the prior agreement of the Inspector of Courses.

11. Timber Padded Hurdles horizontal rails are to be completely covered by a single close cell foam pad of PA400 specification (further information is available from the Racecourse Operations Department) secured to the frame by eight wrap around Velcro straps the latter 1 inch [25mm] in width, threaded through a hole in the pad a minimum of 2 ½ inches either side of the horizontal rail with the exception of the top rail which has only the one hole on the lower side of the rail. The pad must be painted with a matt brown water-based paint with the bottom 4 ½ inches of the pad and a strip 7 ½ inches in depth 3 inches from the top of the pad must be painted with a water based matt orange paint. Any hurdle pads that have been significantly damaged or have their overall structure compromised must be replaced. If repairs to the hurdle pads, not in the category above, can be achieved there must be no visible evidence of glues, sealants or similar alternatives. It is recommended that any hurdle pads that are showing signs of wear and tear should be placed on the outside of the flight of hurdles The take-off board is to be of external ply, ¾ inch – 1 inch thick and must be secured to and cover the bottom two rails so that it is flush with the ground when the hurdle is in position, an additional rubber covering 7/8 inches [22mm] thick is to be secured to the take-off board by eight 6mm coach bolts and regularly painted water based matt orange paint.

12. The legs are not to be capped or bound with metal. To enhance equine welfare the top of the legs to the take-off board are to be completely padded, leaving no edges exposed. The padding is to be either high density polyethylene or closed cell foam rubber, a minimum thickness of ½ inch and covered by a durable matt orange material. Only materials approved by the Inspector of Courses are to be used.

Raceday Maintenance – between or during

13. There are to be not less than four spare timber hurdles at each flight. Immediately after each race, or as necessary before the runners return on subsequent circuits, the groundstaff are to work in pairs and be responsible for any necessary re-erection or replacement of hurdles. Groundstaff must ensure that they leave sufficient time to carry out any re-erection or replacement of hurdles and that they are off the racing surface (usually before the runners jump the previous hurdle) well in advance of the runners return. If there may be insufficient time to re-erect or replace hurdles before the runners return, the flight of hurdles should be by-passed on safety grounds (see BHAGI 3.7).

14. The quality of work carried out by groundstaff in re-erecting or replacing hurdles is to be checked by a person in authority going around the course during the raceday.

Hurdle templates

15. To promote consistency, a hurdle template is to be provided at each timber hurdle (i.e. not at brush hurdles). Each template for birch hurdles must have three edges with a bottom edge of 1 foot 8 inches which must be 62 degrees from the horizontal, and each template for padded hurdles must have three edges with a bottom edge of 1 foot 6 inches which must be 62 degrees from the horizontal.

Removal of hurdles and wings

16. When a National Hunt Flat Race (NHFR) precedes or follows a Steeple Chase, in order to allow sufficient time for the ground to be reinstated, consideration may be given to removing the flights of a hurdle and the wings immediately after the final hurdle race. If the flights are removed and both wings left in situ (see paragraph 19) five 30 inch red and white cones or yellow bollards must be placed in a line at regular intervals between the leading edges of the wings to ensure that Steeple Chase runners do not pass between the two hurdle wings. The by-passable area for the Steeple Chase course shall remain as outlined on the Weighing Room map.

If it is considered possible that the Riders may still take an alternative route, the hurdle wings and the flight of hurdles must remain in place in order to avoid any confusion. The removal of hurdles and wings should wherever possible be discussed and agreed with the Inspector of Courses and consideration should also be taken as to BHAGI 3.4 paragraph 10 (loose horses).

If a hurdle race(s) precedes a NHFR and it necessitates by-passing a flight or flights of hurdles due to low sun, where there is sufficient time for the ground to be reinstated and with the permission of the Stewards, a flight or flights of hurdles may be removed so runners can run between the wings instead of following the by-pass route as indicated on the racecourse map.

Brush Hurdles: Dimensions and Construction

17. Any Brush hurdles must comply with the dimensions and construction as laid down by the Racecourse Operations Department and receive formal approval for use. Detail of the relevant criteria can be obtained from the Racecourse Operations Department. The frame is to be made of metal.

18. The use of Brush Hurdles is only permissible at courses approved for such use by the Racecourse Operations Department.

19. The method of moving Brush Hurdles on and off the track must be approved by the Inspector of Courses.

Timber and Brush Hurdles: Wings

20. The wing is to be a minimum of 6 feet 6 inches in height and about 18 feet long. It is to make an angle of between 0 and 15 degrees from where it joins the hurdle.

21. The wing is to be white plastic or of natural growing substitutes (for example, hedges) and, together with the wing supports, of a design approved by the Inspector of Courses.

22. Where possible, the full height of the leading edge of both wings, when of plastic, is to be padded.

23. Except where an Inspector considers it impracticable, a white lead-in rail not less than 36 feet long should be used at the inside. The leading end of the lead-in rail must be fronted by a bundle of birch to ensure visibility.

24. When NHF races are run on the Hurdles course and there is a straight, continuous running rail (ie no lay-by) which defines the inside running line for the race, the inside wings should be removed and any holes filled in. Outside wings may be left in place where they are necessary to define the course.

Lay-bys

25. Where a hurdle has an adjacent inner running rail, a lay-by 20 yards long and 2 yards wide must be provided on the landing side, unless otherwise agreed by the Inspector of Courses.

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Inspectors of Courses
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BHA GENERAL INSTRUCTIONS

BHAGI 3.7
Dtd 1 November 2017

To: Managing Executives
From: Chief Executive
Subject: HAZARD WARNINGS AND STOP RACE PROCEDURES (ALL RACES),
FALLS, FENCE ATTENDANTS, BY-PASSING OF FENCES AND
HURDLES

Possible Hazard Warnings and Stop Race Procedures

1. There are specific procedures for indicating where:
 - a) there may be a hazard ahead and/or an obstacle may need to be bypassed, and;
 - b) the race must be stopped.

Possible Hazard Ahead Procedure

- (i) When there is the possibility of a hazard ahead a member of the racecourse staff MUST blow a Fox 40 whistle and wave a black and white chequered flag from behind the running rail to signal the presence of such a hazard to oncoming Riders. Care must be taken to ensure the flag is properly unfurled at all times. If necessary (for example, depending on track topography and the start in question), racecourses should have pre-planned procedures in place for the deployment of additional members of racecourse staff with black and white chequered flags (as agreed with the Inspector of Courses). In Flat races, if, for example, the stalls cannot be fully removed from the track when the horses are passing the start again, a member of the Stalls Team will also wave a black and white chequered flag from outside the running rail, as far down the track as possible, to alert oncoming Riders of the possible hazard.

Stop Race Procedure (Rule (F)32)

- (ii) When there is a major hazard ahead which is unable to be avoided and, in the opinion of the Managing Executive, necessitates stopping (and therefore voiding) a race, a yellow Stop Race flag must be deployed and waved by pre-determined racecourse personnel on the instruction of the Clerk of the Course or nominated representative of the Managing Executive only. In addition, the person(s) waving the flag(s) must blow a Fox 40 whistle to ensure riders are aware of his presence. Managing Executives are responsible for the specific operating procedures and training that they put in place to optimise the deployment of yellow Stop Race flags. These procedures must be clearly highlighted in all relevant documentation compiled, circulated and displayed by the Managing Executive.

Note: It is possible that situations may arise during which riders see both types of flag being intentionally waved by different racecourse personnel at the same time. In such cases, the yellow Stop Race flag always takes precedence.

Notwithstanding the above, it is recognised that Stop Race procedures will not be deployable in all circumstances where they may have proved beneficial (for example, owing to the suddenness of an incident and its proximity to the oncoming runners). Similarly, it is recognised that the procedures might be deployed in circumstances where it ultimately proved unnecessary to do so. A notice highlighting the significance of the black and white chequered and yellow Stop Race flags must be placed in all weighing and changing rooms.

Falls – Repair of Course

2. When a horse has fallen in a Flat race or in any circumstances other than at an obstacle in a Jump race the ground in the area of the fall is not to be repaired until instructed to be so by the Stewards.

Fence Attendants/Other Personnel

3. During racing members of the racecourse staff (Fence Attendants), not involved in any other duties during racing, are to be stationed at each fence or flight of hurdles. Two Fence Attendants are to be stationed at every fence or hurdle jumped twice in a race, or one such Attendant at a fence or hurdle jumped once.

4. Personnel employed as Fence Attendants are to understand and be physically capable of fulfilling the requirements of the role.

5. In addition, all relevant permanent or casual personnel must be fully conversant with the duties of Fence Attendants laid down in this Instruction and as amended from time to time.

Bypassing of Fences and Hurdles - Training

6. A practical demonstration of the correct use of the bypassing equipment must be carried out before the first Jump meeting of the season and it must be ensured, by a comprehensive question and answer session, that all relevant personnel are aware of their responsibilities. Further practical demonstrations throughout the year are to be carried out as necessary. No Fence Attendant must be given the role without a full briefing.

Bypassing of Fences and Hurdles - General

7. In liaison with the Inspector of Courses, all fences and hurdles must be suitable for bypassing if an obstacle is unsafe to jump. Examples include:

- injured horse or Rider on the take-off or landing side;
- broken section of a fence;
- insufficient time to reinstate a flattened or broken hurdle.

The Managing Executive is to ensure that all bypassable obstacles (and the side on which they are to be bypassed) are clearly known before each fixture. It is also strongly recommended that all obstacles are bypassed on the outer. The information is to be included on a racecourse map and on a separate notice situated in the Weighing Room and changing rooms. In addition, a direction marker (Annex A) (or appropriate A3 laminated colour photograph) is to be displayed in the Weighing Room with the notice set out in Annex B.

Bypassing of Fences and Hurdles - Equipment

8. The Managing Executive is to ensure that:
- a) at every fence or hurdle the following will be provided:
 - (i) a minimum of three 4ft Direction Markers (see Annex A);

Note 1: A further direction marker will be required together with five 30 inch plastic cones of the approved type if the obstacle is by passable on the inner or outer and has an extended lead-in.

Note 2: Racecourses that use the 'One fit' padded hurdles must ensure that when direction markers are deployed, the legs must be of suitable length so that the bottom of the direction markers align with the top of the hurdles when erected at the correct height.

- (ii) one black and white chequered flag;
 - (iii) one orange flag - (veterinary assistance required);
 - (iv) one white flag - (Medical assistance required);
- b) Fence Attendants are provided with a Fox 40 whistle as well as a distinctive tunic for wear during racing.
- c) Racecourse Medical Officers and Racecourse Veterinary Surgeons who are deployed in the racecourse infield are provided with, and wear, tunics/armbands so that they can be clearly identified. Other racecourse staff that may deploy bypassing equipment must also be clearly identifiable (see paragraph 9).

Those Persons other than Fence Attendants who may use the Bypassing Equipment

9. The Head Groundsman, Racecourse Medical Officers, Veterinary Surgeons or any other person at the express discretion of the Clerk of the Course may also, in exceptional circumstances, deploy the bypassing equipment as detailed above if the situation so demands.

Bypassing of Fences and Hurdles - Fence Attendants Duties

10. Fence Attendant(s) are to:
- a) ensure that at the obstacle at which they are stationed, at least three Direction Markers, one black and white chequered flag, one orange flag, and one white flag are present;

Note: An additional direction marker and five approved plastic cones will be required a) if the obstacle is designated bypassable on the inner and has an extended lead-in on the inner, or b) if the obstacle is designated bypassable on the outer and has an extended lead-in on the outer (see Annex C).

b) as soon as possible after an obstacle becomes unsafe to jump, plant three Direction Markers in the obstacle exactly opposite (or as close as practically possible) to the central position of any obstruction on the take-off or landing side, whether it be an injured horse or Rider, a damaged or flattened obstacle, or any essential equipment of the First Aid organisation dealing with such horse or Rider. As far as possible, no gaps should be left between each of these three Direction Markers;

Note 1: Where an obstacle is preceded by an extended lead-in rail on the inner and is to be bypassed on the inside, the cones and an additional direction marker are to be positioned at the entrance to the lead-in (see Annex C). The same applies where an obstacle is preceded by an extended lead-in rail on the outer and is to be bypassed on the outer.

Note 2: At the discretion of the Managing Executive, additional Direction Markers beyond the minimum of three may also be deployed along the width of obstacles (e.g. at particularly wide obstacles, or obstacles positioned soon after a bend).

c) proceed further down the course on the opposite side to which the obstacle is being bypassed, and signal to oncoming Riders, by means of the Fox 40 whistle and the black and white chequered flag, the presence of a hazard ahead. The position taken up by the Fence Attendant should ensure that Riders have sufficient time to react to the situation ahead (see Annex C). This distance should be increased if the obstacle is positioned soon after a bend;

Note: Fence Attendants must ensure that they do not obstruct any oncoming Riders' view of the direction markers.

d) prevent any unauthorised person from planting a Direction Marker, blowing a whistle or waving indicative flags etc;

e) ensure that all other ground staff involved in the setting-up of the bypassing procedures should subsequently take up a position such that they do not obstruct or distract oncoming Riders;

f) remove all the direction markers (and cones if applicable) if the obstacle becomes safe to jump prior to the obstacle being jumped on subsequent circuits. However, obstacles should remain as being bypassed if there is any chance that the safety of the Fence Attendant(s) or participants would be compromised by removing the equipment, or there is insufficient time to remove all the equipment, or to avoid approaching riders having to make sudden manoeuvres to jump the obstacle;

g) if necessary, use the orange flag to signal that a Veterinary Surgeon is required;

- h) if necessary, use the white flag to signal that Medical Assistance is required;
- i) if necessary, use the black and white chequered flag and Fox 40 whistle to signal the presence of a possible hazard ahead in other circumstances (e.g. a fall on the flat or between obstacles) where the hazard does not necessitate the stopping of the race. The position taken up by the Fence Attendant should ensure that Riders have sufficient time to react to the situation ahead;
- j) if necessary, and only if the Fence Attendant is one of the pre-determined personnel specified in paragraph 1b)(ii) and upon instruction from the Clerk of the Course and/or nominated representative of the Managing Executive, use a yellow Stop Race flag and Fox 40 whistle to signal that the race must be stopped and therefore voided.

11. Where the deployable equipment is removed from an obstacle when it becomes safe to jump once again, the Fence Attendant(s) must stop signalling the presence of a hazard ahead.

Alternative Bypassing Route in Exceptional “in-running” Circumstances

12. During a race, and in exceptional circumstances which would otherwise necessitate the deployment of the Stop Race Procedure in paragraph 1b)(ii), Managing Executives may use:

- (i) an alternative bypassing route around an obstacle to that formally displayed in accordance with paragraph 7; and
- (ii) an alternative route around an ‘H’ or ‘C’ Marker.

If Managing Executives wish to take advantage of either of these options they must:

- a) initially liaise with their Inspector of Courses to agree any applicable obstacles or part of the course;
- b) ensure that there is sufficient width to enable the runners to bypass on the alternative side of the obstacle;
- c) ensure that running rail and Markers immediately beyond the obstacle to be bypassed enable a clear and easily understood route by which the runners return to the applicable course;
- d) fully document the process and responsibilities involved in implementing such a procedure, which must still utilise black and white chequered flags and Direction Markers as per the normal bypassing protocol;
- e) communicate these processes to all relevant raceday staff (including emergency service contractors and photographers) and ensure that Riders are aware that such an option exists at stipulated obstacles at the racecourse or on selected fixture(s) as applicable. This awareness must be achieved by an appropriate explanation on racecourse maps/notices in line with paragraph 7 above and, if considered necessary, a verbal briefing. It must be made clear to Riders that the Direction Markers must still be followed at all times.

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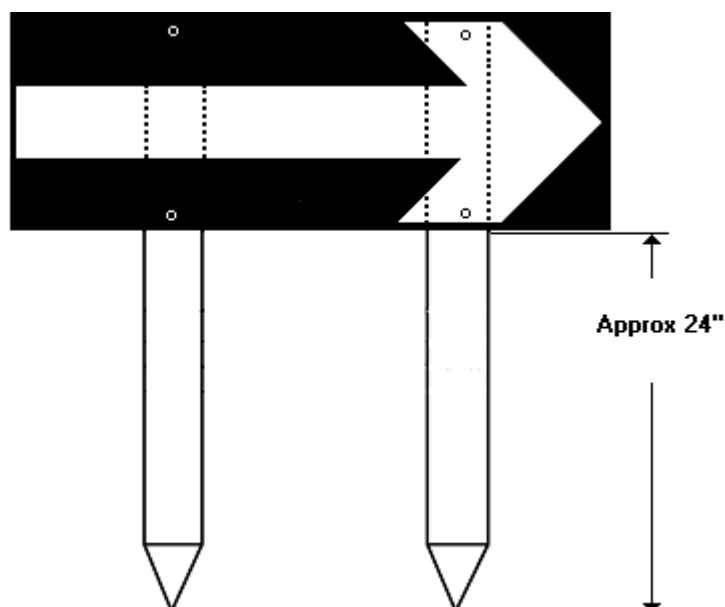
Illustration of Direction Marker & Lists of Hazard &
Related Equipment
Notice to Riders
Illustrations of Procedures when a Fence/Hurdle
is to be Bypassed

Circulation

Stipendiary Stewards
Inspectors of Courses
Racecourse Association
Annex A

Annex B
Annex C

ILLUSTRATION OF DIRECTION MARKER (not to scale)
AND LISTS OF HAZARD & RELATED EQUIPMENT



A Direction Marker consists of a 10mm thick Board 4 feet by 1½ feet with a PVC printed fluorescent yellow arrow on a black background with 2 wooden legs/uprights measuring 2 inches x 1½ inches x 42 inches as attachments.

Each leg/upright is secured to the direction marker by means of two 60mm long x 6mm zinc coated bolts with washers and wing nuts.

There must be approximately 24 inches of leg below the bottom of the direction marker, to allow the marker to be fixed in a fence or hurdle. Racecourses that use the 'One fit' padded hurdles must ensure that the legs are of a suitable length so that the bottom of the direction markers align with the top of the hurdles when erected at the correct height.

HAZARD RELATED EQUIPMENT CHECKLIST

Possible Hazard Ahead	Stop Race	Obstacle Bypassing (Jump Racing)
Fox 40 whistle(s)	Fox 40 whistle(s)	Minimum 3 x Direction Markers
Black and white chequered flag(s)	Yellow flag(s)	5 x Approved plastic cones (when extended lead-ins)
		Fox 40 whistle(s)
		Black & white chequered flag(s)

NOTICE TO RIDERS:

MARKING OF FENCES AND HURDLES WHEN OBSTACLES ARE TO BE BYPASSED

1. Three 4 feet direction markers will be planted either in the top of the fence, clear of the top level, or in the hurdle facing the oncoming horses, exactly opposite (or as close as practically possible) to the central position of any obstruction on the take-off or landing side, whether it be an injured horse or Rider, a damaged or flattened hurdle or any essential equipment of the first aid organisation dealing with such horse or Rider. The direction markers will denote around which side the obstacle is to be bypassed.

2. Either one or two Fence Attendants will also stand in a prominent position down the course, but on the opposite side to which the obstacle is to be bypassed, and:

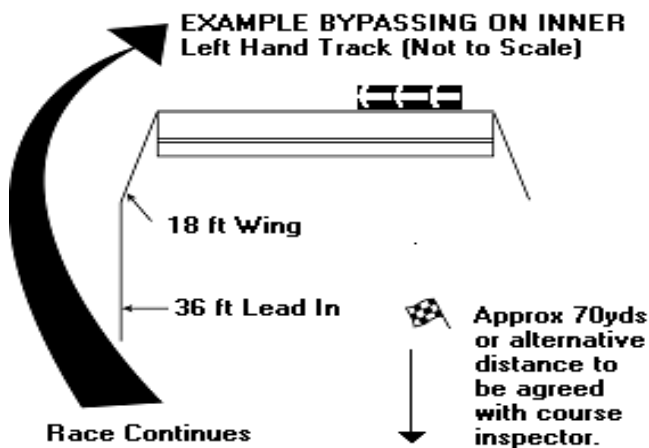
- i) blow a Fox 40 whistle, and;
- ii) wave a black and white chequered flag to indicate the presence of a hazard ahead.

The position taken by the Fence Attendant(s) will be approximately 70 yards ahead of the obstacle.

3. Where a fence or hurdle with an extended lead-in-rail (i.e. more than 36ft) is to be bypassed, five cones must be deployed 5 yards apart and level with the leading edge of the extended lead-in. In addition, another Direction Marker must be inserted at the entrance to the lead-in.

Note 1: In addition to the numbers of Direction Markers stipulated in paras 1. and 3. above, extra Direction Markers may, at the Managing Executive's discretion, be deployed along the width of obstacles (e.g. at particularly wide obstacles, or obstacles positioned soon after a bend).

ILLUSTRATIONS OF PROCEDURES WHEN A FENCE/HURDLE IS BYPASSED

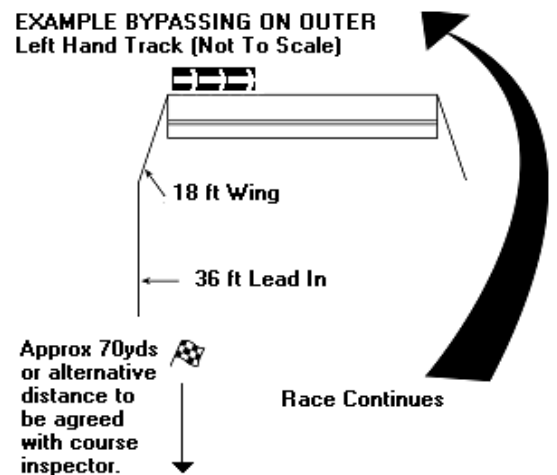


Example:

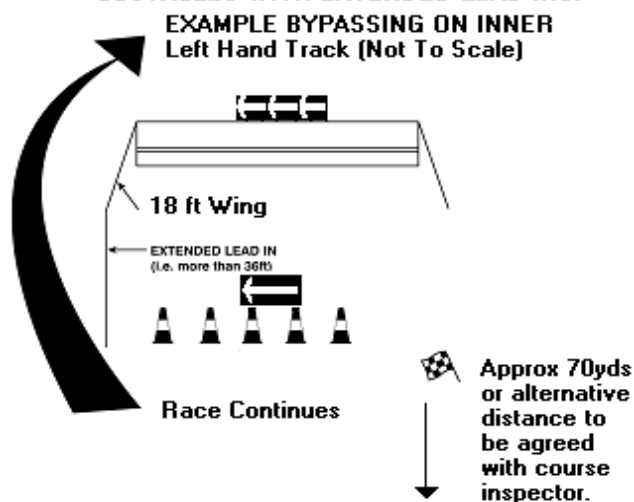
- Fence/Hurdle bypassable on inner
- Obstruction on outer
- 3 Direction Markers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Additional Direction Markers may be deployed at discretion of racecourse
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues

Example:

- Fence/Hurdle bypassable on outer
- Obstruction on inner
- 3 Direction Makers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Additional Direction Markers may be deployed at discretion of racecourse
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues



OBSTACLES WITH EXTENDED LEAD-INS.



Example:

- Fence/Hurdle bypassable on inner
- Obstruction in centre
- 3 Direction Markers inserted opposite (or as close as practically possible) to the central position of the obstruction
- Cones 5yds apart, level with leading end of extended lead-in
- Additional direction marker inserted at entrance to lead-in
- Fence Attendant blows Fox 40 whistle and waves chequered flag, ensuring riders have sufficient time to react
- Horses bypass Fence/Hurdle and race continues

Remember: Direction markers in fence/hurdle means:

- Do not jump fence/hurdle
- Continue Racing

BHA GENERAL INSTRUCTIONS

BHAGI 3.8
Dtd 1 Jun 2010

To: Managing Executives
From: Chief Executive
Subject: SAFETY FACTORS/POSITIONING OF STARTING STALLS

Increase of Safety Factor

1. No increase can be made to the Safety Factor unless an Inspector of Courses has approved the change, and unless it can be made public before the entry stage or, in the case of early closing races, the confirmation of entry stage for the races concerned. Such an increase will be relayed to the Racing Calendar Office by the Racecourse Department. The Racing Calendar Office will then notify relevant press/media outlets.

Reduction of Safety Factor

2. If the Safety Factor is to be reduced it should be made as follows:

- a) Wherever possible, prior to the publication of the final race conditions in the Racing Calendar, or
- b) before the entry deadline of the meeting at which the reduced Safety Factor is to take effect. This enables the reduction to be formally published on the Racing Administration site before the race(s) in question close or,
- c) at the latest and ONLY in an emergency situation where the meeting would otherwise be abandoned before the overnight declarations open, confirmed in writing (or by telephone if appropriate) to the Racecourse Department.

The reduction will be relayed to the Racing Calendar Office by the Racecourse Department. The Racing Calendar Office will then notify relevant press/ media outlets.

In the event that a change has to be made due to local circumstances, such as dolling out, and it is not possible to contact the relevant BHA Inspector or the Racecourse Department, e.g. weekends and Bank Holidays, you should inform the Racing Calendar Office directly and relevant press/media outlets.

Reduced Safety Factors Unnecessary

3. If a reduction in the Safety Factor is found to be unnecessary, the reversion to the normal Safety Factor is to be made public **before** the entry stage for the race(s) concerned. The information should be given to the Racecourse Department for transmission as above.

Safety Factors for Novice Races

4. The figures for novice races in the Safety Factor lists will also apply to:

- a) Hurdle races for 3 years olds only from July to December and for 4 year olds only from January to June both inclusive;

- b) Steeplechases for 4 year olds only from July to December and for 5 year olds only from January to June both inclusive.

Safety Factors for Two Years Old Races

5. In the interests of safety, the maximum number of runners in any race for two years old horses is **not** to exceed thirty. This is to be reflected in the published Safety Factor.

Positioning of Starting Stalls

6. To allow the public to know where on the track the stalls are to be positioned, the Racing Calendar Office is to be informed (see BHAGI 3.2). The Stewards may only alter the position of the Stalls in an emergency, or in exceptional circumstances. In addition, a notice is to be displayed on the notice board in the Weighing Room which indicates the stalls positioning for each race.

Note: 'In an emergency or exceptional circumstances' will usually mean that if the Stalls are not moved the meeting/races will have to be abandoned, or the course is riding significantly differently to that envisaged by the Clerk of the Course when he notified the Racing Calendar Office of the positioning of the Stalls.

7. For safety in long races on round courses, Starting Stalls are to be positioned on the side of the track on which they are to be removed, or on the outside of the track if the Starting Stalls can be removed from either side.

8. The minimum distance between running rails for accommodating numbers of horses started from Steriline Stalls is set out in Annex A. It must be ensured that there is sufficient distance between rails to accommodate the maximum number of runners which can be declared for each start.

75 High Holborn
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Minimum Distance between Rails for Starting Horses
from Stalls

Circulation

Stipendiary Stewards
Inspectors of Courses
Starters
Racecourse Association
Annex A

MINIMUM DISTANCE BETWEEN RAILS FOR STARTING HORSES FROM STALLS

HORSES	STALLS UNITS	DISTANCE BETWEEN RAILS STERILINE STALLS (metres)
Up to 10	1	10.650
11	2	13.025
12	2	13.925
13	2	14.825
14	2	15.725
15	2	16.625
16	2	17.525
17	2	18.425
18	2	19.325
19	2	20.225
20	2	21.500
21	3	23.875
22	3	24.775
23	3	25.675
24	3	26.575
25	3	27.475
26	3	28.375
27	3	29.275
28	3	30.175
29	3	31.075
30	3	32.350
31	4	34.725
32	4	35.625
33	4	36.525
34	4	37.425
35	4	38.325
36	4	39.225
37	4	40.125
38	4	41.025
39	4	41.925
40	4	43.200

NOTES:

1. THERE MUST BE ADEQUATE SPACE OUTSIDE THE RUNNING RAILS FOR STANDING THAT PART OF THE STALLS UNITS, EACH OF OVERALL LENGTH 10.650m (FOR STERILINE STALLS) WHICH IS NOT BETWEEN THE RUNNING RAILS.

2. SOME RACECOURSES WILL USE TAILOR-MADE STERILINE SINGLE-UNIT STALLS AND THE FOLLOWING DIMENSIONS APPLY:

14 BAY UNIT 14.22 metres

16 BAY UNIT 16.02 metres

17 BAY UNIT 16.92 metres

BHA GENERAL INSTRUCTIONS

BHAGI 3.9
Dtd 1 Oct 2019

To: Managing Executives
From: Chief Executive
Subject: RACETRACK FLOODLIGHTING

Essential Criteria for Racetrack Floodlighting

1. The following criteria shall apply to any racetrack floodlighting system installed on a licensed racecourse. The floodlighting system must be:

- a) installed, operated and maintained as laid down in the manufacturer's operating instructions and maintenance records submitted to the Racecourse Operations Department prior to the racecourse's annual pre-inspection;
- b) electrically wired in accordance with the Institution of Electrical Engineers Wiring Regulations (as amended from time to time) by an organisation approved by the National Inspection for Electrical Installation Contracting.

2. In particular, the following requirements must be met:

- (i) the vertical lighting illuminance to reach a minimum of 700 lux.

Note 1: The lighting requirements will differ around the winning line area and you must liaise this with the Racecourse Department and the photofinish provider;

Note 2: Minimum Lux levels are likely to need to be significantly higher if the distance between photofinish and Judges Box exceeds 85 metres;

- (ii) the location of all columns used to mount lamps must take account of sight lines from all Stewards' boxes. Columns must be at least 2.5 metres from running rail and if less than 4 metres must also be padded. The positioning of the columns must also be such that it produces an illuminated side-on view from the grandstand – silhouetting of the horses is not acceptable. Columns must also be located in such a way that they do not cast across the racing surface a shadow or shadows liable to affect a horse's performance. This also includes all occasions where a racecourse with floodlighting is staging a non-floodlit fixture.
- (iii) all necessary steps are to be taken to ensure the provision of acceptable colour picture quality from floodlit racing, and of usable camera patrol pictures for the Stewards. A nominated representative of the Managing Executive must therefore liaise closely with the Racecourse Department and Integrity Service Providers so as to ensure that such lighting is provided which allows cameras to operate correctly as far as exposure, colour rendition, resolution and other factors such as flare and lag effects are concerned.

Emergency Power Supply

3. For reasons of safety, there must be a suitable dual source of power supply available at all times to ensure continued illumination in the event of an electrical failure. The secondary source must continuously provide at least 10% of the designated track illumination level and supply power to Officials' rooms and broadcast facilities. Where the secondary power source is not provided by a generator, but from the Electricity Board mains, it must be from a different part of the Board's supply network, independent to that of the primary source.

4. Unless the primary power supply fails during the course of a race, racing must not continue on the secondary source alone. The only exception to this is if the primary power supply failure affects a part of the course over which subsequent races will not be run (i.e. such races, including the pull up area, must still be entirely floodlit by the primary power supply). In these exceptional circumstances racing may continue, and also in the event of minor lighting loss, providing that the course is still considered safe for racing by the Stewards.

Visibility Operations at a Floodlit Meeting

5. The Managing Executive must ensure that the floodlights are switched to high beam by the time that the first horse has left the Parade Ring or, if the Judge cannot see the Parade Ring, by the time that the first horse sets foot on the track. The floodlights should not be dimmed until the last horse has left the track after each race.

6. In each race the Photofinish Operator must ensure that the photofinish lights have been switched on as the horses turn into the home straight for the last time or, in the case of a race run on a straight course, as the horses approach the last two furlongs.

Use of Floodlights at a Non-Floodlight Meeting

7. If the Judge is concerned about the natural light level during a meeting at a racecourse which has floodlights installed, the Clerk of the Course may receive a request from the Judge that the course should be illuminated.

Illumination of Walking Areas at Floodlit Meetings

8. All areas used by horses before and after a race must be well illuminated at floodlit meetings.

75 High Holborn
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Assistant Stewards
Judges
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Integrity Service Providers
Racecourse Association