

Citroën C1 TECHNICAL REGULATIONS

For the 2016 24hr race at Anglesey



Organised by the British Automobile Racing Club

Thruxton Circuit, Andover, Hampshire, SP11 8PN

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TECHNICAL REGULATIONS

1.1 Introduction:

The following Technical Regulations are set out in accordance with the MSA specified format and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot. For the purposes of these regulations, modification means any change in the design, material, shape, dimension and / or surface finish of any component except for basic manufacturing processes, normal wear and published service or repair procedures.

1.2 General Description:

The following regulations for competitors participating in standard production pre 30 April 2014 Citroen C1 998cc 3 door saloon vehicles in the 2016 24hr race. The class was conceived as a low cost form of motorsport. It is intended to be a racing formula to develop the continued use and enjoyment of the C1 and where driving skills and car control are of paramount importance and where technical development is generally not allowed.

The following regulations only apply to the C1 Invitation Class at the 2016 24hr race.

1.3 Safety Requirements:

- 1.3.1 The following Articles of MSA Appendix K Safety Criteria Regulations will apply: **K1, K1.2.1, K1.3.1 - 4, K5, K6, K8, K9, K10, K13 & K14.**
- 1.3.2 A plumbed in fire extinguisher that complies with MSA Regulations is mandatory (**Q19.14.7.**).
- 1.3.3 A steel roll cage complying with the MSA Yearbook shall be installed. The roll cage shall be fitted with door bars to both sides of the car at hip level. The padding of any dangerous points of the roll-bars is recommended in order to prevent injury.
- 1.3.4 Rear harness straps are to be mounted on a roll cage harness bar to conform to MSA and seat harness manufacturers regulations.
- 1.3.5 FiA homologated seat belts are mandatory (**Q19.14.2**). **Particular attention should be given to seat belt angles and anchorage. See FIA 253-42.**
- 1.3.6 It is mandatory to use a harness with a minimum of 5 fixing points, where at least one fixing point is designed to prevent the driver from sliding forward and under the lap straps. Harnesses must be suitable for use with a Frontal Head Restraint (FHR) device and be properly installed in the car in accordance with the manufacturer's installation instructions. Installation guidance can also be found in the FiA publication 'Guide for the use of HANS® in international motor sport'.

1.4 General Technical Requirements and Exceptions:

- 1.4.1 The car shall be of sound construction, in good mechanical condition and well maintained in accordance with MSA General Technical Regulations (**Sections J & Q**) as appropriate. It must have a current MOT certificate. It shall be presented in good order. All inspection areas e.g. engine gearbox, suspension components, etc. shall be in a clean condition.
- 1.4.2 All cars will have a championship log book. These will be filled in and updated throughout the year. Defects need to be rectified on a timescale to be agreed with the Scrutineer.

1.5 Chassis:

A standard Citroen UK Market C1 3 door vehicle shall be used.

- 1.5.1 No part of the monocoque shell shall be removed, modified or added to. For the avoidance of doubt this includes any welding to stiffen or otherwise modify the shell.

1.6 Bodywork:

General

- 1.6.1.1 It shall be the intention, at all times, to preserve a standard external appearance to the cars.

- 1.6.1.2 All doors shall be fitted with original lock fittings and operating mechanisms, and shall be kept unlocked during any practice or competition. The central locking fuse must be removed.

Interior

- 1.6.1.3 No part of the interior which is an integral part of the monocoque shell may be removed, modified or added to except the drilling of 12 x 25mm holes in the cills to accommodate the cage feet. The cups spot welded to the top of the suspension towers must be removed to accommodate the rear cage feet.

- 1.6.1.4 The front bulkhead must comply with the requirements of the MSA Yearbook. The main necessity is to seal any openings with fireproof materials.

- 1.6.1.5 All interior trim, fittings, courtesy light and passenger seats may be removed.

- 1.6.1.6 If a rev counter is not fitted as standard equipment, a standard Citroen C1, Peugeot 107 or Toyota Aygo rev counter may be fitted. A lap timer may be fitted. The fitting of any other additional instrumentation, data loggers, or switches and wiring is not permitted including battery powered or removable devices.

- 1.6.1.7 The mandatory TSL lap timing transponder shall be fitted to the front bulkhead in the agreed position.

Exterior

- 1.6.1.8 No panel may be cut, drilled or in any other way modified other than those detailed in these regulations.

- 1.6.1.9 3 rear view mirrors shall be fitted as a minimum (1 interior and 2 exterior). They shall all be standard unmodified C1 mirror assemblies fitted in the manufacturers intended position.

- 1.6.1.10 All mirrors shall provide a view to the rear of the car and shall not be adjusted to provide an aerodynamic advantage.

- 1.6.1.11 All elements of the standard front and rear bumper assemblies must be present.

- 1.6.1.12 The bonnet must be secured by the standard catch and 2 supplementary burst proof locking pins conforming to MSA regulations.

- 1.6.1.13 The windscreen shall be of HPR laminated glass

- 1.6.1.14 The standard toughened glass side and rear windows must be retained. The standard electric window winding mechanism must be retained.

- 1.6.1.15 All body panels must be made to the original manufacturers design and from the same materials as the manufacturers original parts.

Silhouette

- 1.6.1.16 The original silhouette must be maintained.

Ground Clearance

- 1.6.1.17 Ground clearance must comply with the requirements of the MSA Yearbook. For the purposes of this regulation the shock absorbers and exhaust are considered to be part of the car and are subject to the same ground clearance (40 mm minimum).

1.7 Engine:

General engine regulations

1.7.1.1 The engine shall be a standard 3 cylinder Citroen unit not exceeding 998cc. The general principle is that no engine modifications are allowed whatsoever.

1.7.1.2 Camshaft

No modifications to the standard camshaft are allowed whatsoever.

1.7.1.3 Crankshaft

No modifications to the standard crankshaft are allowed whatsoever.

1.7.1.4 Flywheel

No modifications to the standard flywheel are allowed whatsoever.

1.7.1.5 Clutch

The standard Citroen OEM clutch and pressure plate must be used.

1.7.1.6 Cylinder Dimensions

No modifications to the standard cylinder block are allowed whatsoever.

1.7.1.7 Cylinder Heads

No modifications to the standard cylinder heads are allowed whatsoever.

1.7.1.8 Valve Gear

No modifications to the standard valve gear are allowed whatsoever.

1.7.1.9 Pistons

No modifications to the standard pistons are allowed whatsoever.

1.7.1.10 Lubrication System

No modifications to the standard lubrication system are allowed whatsoever.

1.7.1.11 Engine Inspection Seal

1.7.1.12 Prohibited Modifications

With the exception of the items detailed in 0 it is expressly forbidden to machine, mill, grind, polish, weld, modify or otherwise adapt parts in any way whatsoever.

Location

The engine shall be located in the manufacturer's original position by the manufacturer's intended method.

Cooling Systems

No modifications to the standard cooling system are allowed whatsoever.

Induction Systems

No modifications to the standard induction system are allowed whatsoever.

Exhaust Systems

No modifications to the standard exhaust system are allowed whatsoever. Catalytic converter removal is not permitted.

Ignition Systems

No modifications to the standard ignition system are allowed whatsoever. Engine Management Systems (ECU).

The standard ECU must be used.

Fuel Delivery Systems

1.7.1.13 The manufacturer's fuel delivery system shall be retained unmodified.

1.7.1.14 It is permissible to modify the filler cap to comply with **CR5.15.4.** of these Regulations.

1.7.1.15 The use of alternative fuel pumps or pressure regulation equipment is prohibited.

1.8 Suspensions:

Permitted Modifications

- 1.8.1.1 All cars may have non standard springs and shock absorbers. Any non standard shock absorbers used must be from GAZ standard commercially available selection. Adjustable ride height is permitted.
- 1.8.1.2 Upper and lower front strut braces are permitted.
- 1.8.1.3 Modified lower wishbones are permitted to an approved design.
- 1.8.1.4 No other modifications are allowed.

Prohibited Modifications

- 1.8.1.5 No modifications to the suspension, shock absorbers, springs or wheel alignment geometry are allowed other than from the consequences of changes by those specified in 1.8.1.1 to 1.8.1.4.

1.9 Transmissions:

The transmission (i.e. clutch, gearbox, drive shafts) must be housed (in the case of clutch and gear train) within a standard Citroen alloy gearbox and bell housing mounted in the manufacturer's intended position.

Permitted Modifications

- 1.9.1.1 No modifications or changes are allowed to the transmission assemblies or components. The standard Citroen C1 gear ratios and differential must be used.

1.10 Electrics:

The standard C1 electrical system shall be retained. It is not permissible to modify the wiring loom or its ancillaries except for the following:

- Air bag firing mechanism must be removed.
- Wires for additional optional front spot lights if fitted
- wiring reversing light to operate at same time as rear fog light.

Exterior lighting

- 1.10.1.1 All standard lights (front and rear side lights, 3 brake lights, front and rear indicators, dip and main beam headlights) must all be present and working.
- 1.10.1.2 Original equipment or equivalent after market light units must be used. LED upgrade bulbs lamps are permitted.

Rear Fog Light

Rear fog light/lights shall be fitted in the position defined by MSA Regulations. The reversing light may be converted to a red bulb to achieve this.

Batteries

The 12 volt battery must be equivalent in size, weight and amp hours as the original manufacturer's battery, fitted in the standard position and must be firmly secured.

Alternator

- 1.10.1.3 A functioning standard OEM specification alternator must be fitted. No modifications are allowed to the alternator, its drive mechanism or electrical circuits.
- 1.10.1.4 The alternator belt must have sufficient tension to make the alternator function.

Windscreen Wipers

- 1.10.1.5** No modifications are allowed to the windscreen wiper blade, windscreen wiper mechanism or windscreen washer system.

1.11 Brakes:

- 1.11.1** No modifications of any kind are allowed to the braking system. The ABS system must be present and fully working. Alternative brake pads may be used.
- 1.11.2** It is not permissible to upgrade the brake pipes or hoses.
- 1.11.3** The standard handbrake must be present in the manufacturers intended position and operational.

1.12 Wheels / Steering:

- 1.12.1** No modifications of any kind are allowed to the steering system.
- 1.12.2** The standard steering wheel must be used and the airbag must be disabled.
- 1.12.3** Wheel spacers are not permitted.
- 1.12.4** Standard 4.5J x 14 steel Citroen C1 wheels must be used.

1.13 Tyres:

Specifications

The permitted sizes are, 155-55 X 14 and 165-65 x 14

All tyres shall have a tread depth of at least 1.00mm across 75% of the tread when the car is presented at pre-race scrutineering and in the forming up area before racing.

Nominated Manufacturer

All tyres used in practice and competition shall be Nankang AS1 and of a production compound.

1.14 Weight:

- 1.14.1** Cars shall have a minimum weight of 800kg, inclusive of driver.

1.15 Fuel Tank / Fuel:

Types

- 1.15.1.1** The fuel tank shall be a Citroen C1 standard production item with a maximum capacity of 35 litres fitted in the manufacturers original position.
- 1.15.1.2** It is permissible to fit a vent to the fuel filler neck to enable compliance with MSA Regulation **K14.1.2**.
- 1.15.1.3** Alternative sender units or modifications to the tank are not permitted.
- 1.15.1.4** It is permissible to fit the club supplied enduro filling neck and cap.

Fuel

Standard pump fuel shall be used as defined as petrol in the **Section B**, Nomenclature and Definitions of the MSA Yearbook.

Filler Cap

A filler cap shall be fitted that complies with Section **K14.1.2**. of the MSA Yearbook.

1.16 Silencing:

- 1.16.1** A standard Citroen C1 exhaust system must be fitted and no modifications are allowed. All cars must comply with MSA Regulation **J5.17**. It is the competitor's responsibility to ensure that the exhaust system meets the required silencing standards for the competitions for which it is entered.

1.17 Numbers and Championship Decals:

Positions

- 1.17.1.1** To be eligible to compete in this event all vehicles must carry a BARC Shield on each side in an unobscured position when viewed from a direct side elevation (assuming decals are available at the meeting signing-on). Failure to have these in place at scrutineering will render the car ineligible.
- 1.17.1.2** Race numbers shall be located in the intended position as required by **Section Q 11.4** of the MSA Yearbook.
- 1.17.1.3** Competitors shall be required to locate, unmodified and in the intended orientation the decals of any Championship sponsor and associates on the cars, in positions to be notified.

1.18 Miscellaneous

- 1.18.1** In addition to Q19.1.3, it is strongly recommended that all cars must, wherever possible, be equipped with two front and two rear towing eyes positioned equally either side of the longitudinal centre-line. They must be clearly visible, marked with an arrow and the word "tow" and the wire painted in yellow, red or orange to contrast with the vehicle colour scheme.

The towing eyes must be made of at least 6mm diameter steel wire rope with a 6x19 wire core, each which must have a breaking-strain of at least 2 tons. Each towing eye must allow the passage of a cylinder with a diameter of 60 mm, situated 25mm forward of the adjacent bodywork - 100 mm above and below this hole must retain clearance to enable the recovery crews to attach straps and shackles.

The towing eye must be fixed to a structural part of the chassis with a minimum of M12 fixings, the inner part must be flexible in order for the towing eye to be retracted inside the bodywork profile. A "pull-cord" must be attached to the towing eye to enable the marshals to access the wire loop. The end attached to the chassis may be either 'thimble' or 'open-loop' style.

SPECIFIC REGULATIONS – 24Hour EVENT:

2.1 General Regulations

THE FOLLOWING REGULATIONS ARE APPLICABLE TO ALL CARS AND COMPETITORS

DEFINITIONS:

The term 'Organisers' means the BARC: The British Automobile Racing Club

ENTRIES:

The Organisers reserve the right to invite applications for entry from competitors and refuse entries without explanation. In the event that the entries are oversubscribed priority will be given to fully completed entries in the order that they paid their deposit.

DECALS:

The Organisers reserve the right to place three decals from the race sponsors on each car within the event. The location of these will be with the agreement of the competitor concerned but in the event of a lack of agreement the Organiser's decision will be final.

QUALIFYING:

There will be two qualifying sessions on Friday evening which will both be timed with the timings used to establish the grid positions. All drivers must complete at least three laps during the "night" session in order to qualify for a position on the grid. Starting positions will be determined by the fastest single lap recorded in qualifying by the car concerned.

BRIEFINGS:

A briefing for all drivers who are either new to the circuit or new to night racing will take place on Friday at a time and place which will be advised to all Competitors at sign-on. In addition there will be a mandatory Entrants and Drivers briefing, at 9.30 on Saturday, the location of which will be again advised at sign-on. Team managers must then brief their crew members on issues raised within their briefing as they are responsible for all actions of team members. There will also be a mandatory training session regarding fire / fuelling safety, details of which will be advised at sign-on, at least one member per team must attend.

DRIVER NOMINATIONS:

The Secretary of the Meeting must be informed of the order in which drivers will go out to qualify during the night practice session by 19:00 on Friday. In addition he must be informed of the driver due to start the race at least 2 hours before the start of the race.

DRIVING TIME:

During the race no driver may drive for longer than three hours continuously and must rest for at least one hour between driving stints. No driver may drive for longer than fourteen hours in total. "Driving" will be deemed to include any time spent in the pits when a driver brings a car in and then re-joins the race.

TIMING:

All cars must be fitted with the competitors own transponder, appropriate to the timing system being used and fitted in a manner approved by Timing Solutions Limited. The Transponder specification is TranX260. Transponders are no longer available to hire. Timing feeds will be available on the pit wall and within the garages with printed timings being available every two hours during the event.

COMPETITION NUMBERS:

Competitors are responsible for ensuring that their cars carry their allocated race number. numbers must be of the standard laid down by the MSA.

NOISE TESTING:

- a) All cars must undertake and pass noise testing prior to going onto the circuit. Cars must therefore be taken to the assembly area between 18:30 and 19:30 on Friday so that noise tests may be carried out in the designated test area. Having passed the test cars will then be released into the pit lane prior to the start of the qualifying session. Failures must be rectified before being given access to the circuit.
- b) Noise will be monitored during the event and any car deemed to be too noisy on circuit will be shown the black flag and brought to the pits to rectify the situation to the scrutineers satisfaction which may mean they are required to undertake a further noise test.

SIGNALS AND LIGHTS:

During the hours of darkness the yellow and red flag signals will be replaced with light signals. During the hours of darkness cars must have their lights illuminated at all times unless the car is stationary in the pits. The Clerk of the Course will determine the commencement and end of the hours of darkness and a "lights on" board will be displayed at the line indicating that lights must be switched on. Lights must remain on until the "lights off" board is displayed at dawn.

SAFETY CAR:

The safety car will be brought into operation to neutralise the race on the instructions of the Clerk of the Course. When the order is given all marshals posts will display yellow signals, which will be maintained until the safety car intervention is over. The safety car with its revolving orange lights operating will join the circuit regardless of the position of the leader, but will endeavour to pick up the leader. Cars between the safety car and the leader may be waved past, one at a time, when safe to do so until the leader is at the head of the train. In the event that the race leader pits during the safety car period it may be necessary for the car on circuit directly behind the leader to take over at the head of the train prior to a restart. All competing cars must catch and line up behind the safety car no more than 5 car lengths apart, as soon as safely practical to do so and then maintain station at the same speed as the safety car. Overtaking of the safety car or any other competing car is forbidden unless signalled to do so by the safety car observer, this signal will be via a green light during the hours of darkness. While the safety car is in operation competing cars may stop in their pits but may only re-join the race after the last car in the train behind the safety car passes the pit exit. When the safety car is withdrawn competitors may not overtake each other until they have passed the green signal at the start-line.

STOPPING THE RACE:

In the event of a serious incident or severe adverse weather conditions it may be necessary to stop the race. This will be effected by the showing of red flags or lights. Competitors must slow down, must not overtake, complete the lap they are on and stop on the grid. Parc Fermé conditions will apply and competitors are reminded that no team personnel are allowed onto the grid. Any car in the pit lane at the showing of the red signal must remain where it is and all work on cars must cease unless specifically authorised by the Clerk of the Course. When the race is restarted the duration of the restarted race will be specified by the Clerk of the Course and the two (or more) parts of the race will be combined to produce an aggregate result. It is not permitted to change drivers during the course of the stoppage unless specifically authorised by the Clerk of the Course. The period of time that the race is stopped will count towards the driving times of the drivers in question. Under these conditions the Clerk of the Course may revise certain driving time criteria for individual drivers.

TOW BACK:

Cars that stop on circuit may only be worked on by the driver alone using only the tools carried in the car. However cars may be towed back to the pits by the Organisers, if requested by the driver to do so, where they may be worked on as required. Tow backs may be prioritised by the Organisers, at their sole discretion, after if necessary consulting the Clerk of the Course as they occur for the overall good of the event or they may decide to

refuse a tow back if the car is too badly damaged or too difficult to move. Cars towed back will be subject to a three lap penalty which will be subtracted from the total completed up to that time. All cars will be towed back to the pit lane. These tow back rules will only apply up until the final hour of the race when the Organisers will only tow cars to the nearest place of safety.

PIT PROCEDURE:

- a) A pit allocation will be provided by the Organisers but as there is limited space within the pit lane teams must show every consideration to those around them at all times.
- b) A space at the back of the garages, as determined by the Organisers, may be used for storage in order to give more space within the garages themselves. However the fire lane must remain unobstructed at all times during the event.
- c) All work including refuelling must be undertaken on the garage side of the yellow hatched area in the pit lane.
- d) It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances.
- e) Push starting is only permitted if it is clearly under the control and supervision of the pit lane marshals.
- f) Only three people from each car (excluding the drivers) may cross the pit lane to undertake signalling. No structures or umbrellas may be used on the pit wall but rain screens are permitted provided that they do not project above or beyond the pit handrail.
- g) Team managers are responsible for notifying the pit office of all driver changes during the event with the slip provided, as soon as the stop is completed.
- h) There is a pit lane speed limit of 60kph at all times during the event. Speeds may be monitored during the event by the use of a radar gun. It is the driver's sole responsibility to ensure that his/her car does not exceed 60kph.
- i) It is recommended that all personnel wear a high visibility jacket or vest.
- j) Mobile telephones are a safety hazard and hence must not be used in the pit lane or pit wall at any time during the event.
- k) All "hot" work i.e. welding, grinding must be done inside the garage with a suitable fire extinguisher to hand.
- l) A maximum of 4 people may work on the car at any one point in time during a pit stop. Working on the car is defined as any person touching the car.

REFUELLING:

- a) Re-fuelling must be carried out using an MSA compliant system.
The filler cap shall be securely in place at any time the car is on the circuit, failure to ensure this could result in the car being black flagged.
There is strictly no decanting of fuel from one container to another at any time.
Random inspections to ensure compliance will take place. Only one jug may be used during a refuelling stop.
- b) Fuel must only be drawn from the filling station nominated by the Organisers in advance of the event and advised by official bulletin. All fuel must be drawn using procedures laid out and provided during the mandatory training session details of which will be promulgated at the event. Each team must supply a two wheel sack

truck (or similar) with adequate strapping to secure the Jug to transport fuel from the filling station to the pits.

- c) During refuelling the engine must be turned off and the driver must vacate the car. No work may be carried out on the car rearwards of the engine bay firewall except that two people with both feet on the ground may work inside the car.
- d) Refuelling may not be used in such a way as to increase the fuel flow rate over that engendered by gravity and non-assisted airflow. The Organisers reserve the right to instruct the team to modify their refuelling procedures and failure to comply with such instruction may lead to exclusion from the event.
- e) The team member who actually refuels the car during a pit stop must wear fireproof overalls, gloves and balaclava. In addition a fire extinguisher must be adjacent to another team member also dressed in fireproof overalls, gloves and balaclava during the refuelling process in case it is needed to be used.
- f) A maximum of four people may work on the car at any time.
- g) All competitors should note that smoking is not permitted in the garages, pit lane or on the pit wall at any time during the event. This rule also applies to electronic cigarettes. All team members and guests must be made aware of this restriction and failure to comply will lead to immediate exclusion for the car concerned.
- h) Each team must provide a suitable fire extinguisher.

RADIOS:

It is forbidden for any team to set up any kind of radio, electronic or electrical system by which they can communicate with the driver whilst he/she is in the car or between team members at any stage during the event. Officials will be actively looking for anyone thought to be in breach of this regulation and anyone found doing so will be reported to the Clerk of the Course.

EVENT PENALTIES:

The Clerk of the Course may impose “drive through” or “stop/go” penalties for breaches of the sporting regulations of the event and specific relevant sections of the MSA Yearbook. These penalties do not carry penalty points against the drivers licence.

Driver changes, refuelling and any other work is not permitted during such a penalty.

CLASSIFICATION:

To be a classified finisher the competing car must either cross the finish line within five minutes of the chequered flag being displayed for the end of the race and have completed 50% of the distance covered by the winner, or if not running at the time of showing of the chequered flag the car must have completed 80% of the distance covered by the winner in order to be classified.

PARC FERME:

Parc Fermé is located at the entry end of the pit lane next to the assembly area. Cars will remain there for a minimum of 30 minutes or until released by the Clerk of the Course.

ADDITIONAL INSTRUCTIONS:

Any additional instruction relating to the event will be published by official race meeting bulletin which will be posted on the official notice board and circulated to all registered competitors.

2.2 ELIGIBLE CARS:

All cars must comply with the C1 Technical regulations and any additional regulations applicable to the event, copies of which can be found on the BARC website. Any bulletins issued prior to the event will be available at signing-on.

ELIGIBLE DRIVERS:

All drivers must comply with any required sporting regulations. Competitors who fail to produce valid documentation at signing-on may be prevented from taking part in qualifying or racing.

Each car must have a minimum of three and maximum of five drivers for the event. No driver may drive more than one car per class and no more than two cars overall in the race, however a driver may qualify more than one car during official qualifying but prior to the start of the race must nominate which car they intend to drive in the race. A drivers qualifying time will only count for the car that he/she nominates to race and any change of driver line-up must be approved by the Clerk of the Course at least 30 minutes before the start of any session.

No Championship points will be awarded for this class.

2.3 RACE START:

The race will be started by means of a rolling start using the following procedure and audible warning sequence:

	<u>Signal:</u>	<u>Instruction:</u>
i.	1 minute	Start engines and clear the grid.
ii.	30 Seconds	Be prepared for start of Green Flag Lap
iii.	Green Flag	Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
iv.	Red Lights ON	Maintain grid position
v.	Red Lights OFF	Race start signal

Cars still in the pits when the pit lane closes or taken to the pits prior to the start may join the race from the pit lane after the last car has crossed the start line after the start of race signal is given.

2.4 TECHNICAL:

ADDITIONAL SCRUTINEERING

The Organisers reserve the right to select any car for additional eligibility scrutineering on the morning of the race in accordance with championship regulations. Any failure to comply with the technical regulations during this scrutineering process may result in the car not being allowed to start the race or being allowed to start under certain conditions that the Clerk of the Course may in his sole discretion see fit to determine, such as by imposition of a weight penalty. A minimum of two hours before the start of the race will be allowed to reassemble any components that may previously have been stripped during this process.

VEHICLE LIGHTS

2.4.1.1 ADDITIONAL DRIVING LAMPS

Two additional front spot lights may be fitted but should be within the original silhouette of the bodywork.

2.4.1.2 MANDATORY WORKING LIGHTS

During the hours of darkness all cars must have the following lights in working order. Two forward facing white headlamps, two rear-facing tail lights, three working brake lights and two working rain lights, all of which must be deemed satisfactory by the eligibility scrutineer. Any car failing to comply with the above may be ordered into the pits and not allowed to continue until it does comply.

2.4.1.3 PROHIBITED LIGHTING ARRANGEMENTS

No car may show any red light to the front. No car may show any white light to the rear.

It is prohibited to use any form of flashing light, with the exception of indicators.

It is not permitted for any car to run with identification lights which are either red or yellow in colour, which could be confused with a flag or light signals.

CLEAR VIEW

It is prohibited to completely obscure the view through the car from front to rear by the addition of strips of tape or similar. In the event of dispute as to compliance with the regulation the decision of the Chief Scrutineer shall be final.

SECURE PANELS

Cars should have all body panels securely in place throughout the event. In the event of damage occurring to any panel the scrutineer may decide to ask that the car is black flagged and brought into the pits to rectify the situation to their satisfaction.

VEHICLE WEIGHT

All cars must comply with MSA and championship regulations at all times during the event (MSA Regulation **J 5.15.1**). Any additional weight needed must be in place for scrutineering and its method of securing will be checked for compliance of MSA Regulations by the safety scrutineer. It is permitted to add and remove weight for varying drivers during a pit stop.

Tool boxes, jacks and spare wheels are not permitted.

Cars may be weighed at any time during the event at the discretion of the Clerk of the Course.

2.5 PODIUM PRESENTATION:

The podium presentation, as well as the race, will be broadcast live on the club website. All drivers to be presented with trophies are requested to wear their race suits and pit crew in clean team attire.

APPENDICES

3.1 COMMERCIAL UNDERTAKINGS:

- 3.1.1 In addition to above membership of the Classic 2CV Racing Club even if that membership is only “guest membership” is one of the conditions applied to being considered for being put forward as a guest driver.