

# **BARC Citroen C1 Endurance Events:**

## **Additional / Special Regulations**

### **ELIGIBLE DRIVERS:**

All drivers must comply with the Series regulations in order to be eligible. 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 two and maximum of four drivers for an event. No driver may drive more than two cars overall in the race, however the driver must qualify each car.

### **DRIVER NOMINATIONS:**

The Secretary of the Meeting must be informed of the order in which drivers will go out to qualify during any practice session a minimum of one hour prior to the scheduled start time. In addition they must be informed of the driver due to start the race at least 1 hour before the scheduled start of 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. Transponders are not usually available to hire. Where possible, timing feeds will be available on the pit wall and within the garages, with printed timings being available every two hours during the event.

### **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>
1 minute	Start engines and clear the grid.
30 Seconds	Be prepared for start of Green Flag Lap
Green Flag	Complete one lap of the circuit forming into grid order prior to the final corner of the circuit
Red Lights ON	Maintain grid position
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.

### **GENERAL PIT LANE PRINCIPLES:**

#### **Pit Procedures:**

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. 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.

It is not permitted to drive a car in the pit lane by using reverse gear at any time under any circumstances and push starting is only permitted if it is clearly under the control and supervision of the pit lane marshals.

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. 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.

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.

It is recommended that all personnel wear a high visibility jacket or vest. 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. All “hot” work i.e. welding, grinding must be done inside the garage with a suitable fire extinguisher to hand.

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.

For races of two hours or more duration, there will be three mandatory pit stops for driver changes.

**Single Drivers (up to two hour races only):**

Single Drivers must advise the meeting Organisers at the time of entry and confirm at sign- on.

All cars with a single driver must enter the pit lane during their driver change-over period, observing all usual pit lane safety regulations, the car must stop before seatbelts are removed. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course. During driver changes, the engine may be left running except during events where re-fuelling takes place in which case the cars’ ignition must be ‘dead’. The driver must exit the car via the drivers’ door, close the door and may then re-enter the car via the drivers’ door fully replacing seat belts before moving off. Drivers may then exit the pit lane re-joining the race.

**Multiple Driver Teams**

Multiple driver teams must advise the Meeting Organisers at the time of entry and confirm driver names and order of practice at sign on. Teams must advise the Meeting Organisers of the order that drivers will be racing in at least 1 hour before racing starts.

All cars must enter the pit lane during the driver changeover period, observing all usual pit lane safety regulations, the car must stop before seatbelts are removed. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course. The driver must exit the car via the drivers’ door. The engine may be left running except during events where re-fuelling takes place in which case the cars’ ignition must be ‘dead’. The next driver must enter the car via the drivers’ door fully replacing seat belts before moving off. Drivers may then exit the pit lane re-joining the race. A maximum of four drivers will be allowed per team.

**DRIVING TIME:**

During the race no driver may drive for longer than two hours and 10 minutes continuously and must rest for at least forty minutes between driving stints. No driver may drive for longer than three 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.

**SAFETY CAR:**

The safety car will be brought into operation to neutralise the race on the instructions of the Clerk of the Course in accordance with Appendix 2 of section Q of the MSA General Regulations.

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.

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 done 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.

### **REFUELLING:**

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. Fuel must only be drawn from the filling station nominated by the Organisers in advance of the event and advised by official bulletin.

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. 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.

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.

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. 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.

**TECHNICAL:**

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.

**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.