

# 1 SPECIFIC REGULATIONS – 2CV 24Hour EVENT:

## 1.1 General Regulations

### THE FOLLOWING REGULATIONS ARE APPLICABLE TO ALL CARS AND COMPETITORS

#### 1.1.1 APPLICABILITY AND REFERENCE TO OTHER REGULATIONS

These Regulations apply to the 2CV 24 Hour Endurance Race. They are supplemental to the 2CV Parts.com Championship regulations (UK Eco and Club Classes only). They are also supplemental to:

- a) Règlement Sportif La 2CV Cup (Euro 2CV only)
- b) Circuit 2CV Règlement Technique (Euro 2CV only)
- c) Mini-Grand 24 Series Regulations

The competitors complying with a), b) and c) above will be treated as Guest Drivers and as such will not score championship points. For the purposes of points scoring they will be deemed to be invisible and drivers will move up the finishing order as they are ignored.

#### 1.1.2 DEFINITIONS:

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

#### 1.1.3 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.

#### 1.1.4 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.

#### 1.1.5 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.

#### 1.1.6 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 12.00 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.

#### 1.1.7 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.

#### 1.1.8 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.

1.1.9 **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 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.

1.1.10 **COMPETITION NUMBERS:**

Competitors are responsible for ensuring that their cars carry their allocated race number on each front door and on the Bonnet between the front grille and top bonnet hinge, facing the time-keepers box on the on the drivers left. and these numbers must be of the standard laid down by the MSA. The car number should also be prominently displayed in the nearside rear quarter-light in numbers at least 150mm high. If numbers become obscured or difficult to read the car concerned may be shown the black flag to enter the pit lane and rectify the problem.

The fitting of reflective door number panels, supplied through the Classic 2CV Racing Club Limited and reflective numbers in the front window is compulsory and all numbers must be in place at scrutineering.

1.1.11 **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.

1.1.12 **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.

1.1.13 **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.

1.1.14      **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.

1.1.15      **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.

1.1.16      **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.

### 1.1.17

#### **REFUELLING:**

- a) Re-fuelling must be carried out using an MSA compliant system. For all UK championship cars it is mandatory that an unmodified (save as to the length of the breather tube below) "Tuff Jug" model number TJ1 or its successor, clearly marked by the manufacturer (Fair Trails Enterprises or it's successors), modified filler neck and cap is the only system used. The breather tube inside the Tuff Jug shall be at least 60cm in length.  
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 tuff jug may be used during a refuelling stop.  
Tuff Jugs shall have the car number that they are used with clearly identified on both sides of the jug in numerals not less than 100mm high.  
All Guest cars must comply with their regulations.
- 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 Tuff 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.

### 1.1.18

#### **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.

Guest cars are excepted from this regulation.

### 1.1.19

#### **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.

### 1.1.20

#### **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.

1.1.21 **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.

1.1.22 **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.

## 1.2 ELIGIBLE CARS:

All cars must comply with the 2CVParts.com Championship regulations (or counterpart GUEST 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.

1.2.1 **ELIGIBLE DRIVERS:**

All drivers must comply with the 2CVParts.com Championship regulations in order to be eligible to gain championship points. Competitors who fail to produce valid documentation at signing-on may be prevented from taking part in qualifying or racing.

**All competing drivers need to be a member of the classic 2cv racing club.**

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.

Championship points will be awarded for the finishing positions in the UK class

## 1.3 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.

## 1.4 TECHNICAL:

1.4.1 **ADDITIONAL SCRUTINEERING**

Tuff Jugs containing approximately 5 litres must be taken along with the car for scrutineering (UK classes only)

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.

#### 1.4.2 **VEHICLE LIGHTS**

##### 1.4.2.1 **ADDITIONAL DRIVING LAMPS**

A maximum of two additional driving lamps are allowed per car and they may only be fixed to the existing lamp bar or the bodywork below the light bar.

##### 1.4.2.2 **MANDATORY WORKING LIGHTS**

During the hours of darkness all cars must have the following light in working order. Two forward facing white headlamps, two side door competition number lights (white facing downward on top of each number), two rear-facing tail lights and three working brake 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.

##### 1.4.2.3 **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.

#### 1.4.3 **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.

#### 1.4.4 **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.

#### 1.4.5 **VEHICLE WEIGHT**

All cars must comply with MSA and championship regulations at all times during the event (MSA Regulation **J 5.15.1**). Any addition weight needed must be in place for scrutineering and it's 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 permitted only when safely secured and specifically approved by the safety scrutineer.

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

## **1.5 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.