



Caterham Endurance Event: Additional / Special Regulations

PREAMBLE

The BARC will organise an event at Donington Park on 3rd/4th June incorporating a four hour race for Caterham cars held under the general regulations of the MSA (incorporating the International Sporting Code of the FIA).

ELIGIBLE DRIVERS:

All drivers must comply hold a National B Race licence issued by the MSA or equivalent. Competitors who fail to produce valid documentation at signing-on may be prevented from taking part in qualifying or racing. No driver may drive more than two cars overall in the race, however the driver must qualify in each car.

ELIGIBLE CARS:

All cars must comply with whatever their relevant Championship technical regulations specify.

DRIVER NOMINATIONS:

The Secretary of the Meeting must be informed of the order in which drivers, sharing a car, will go out to qualify during the Sunday 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 hour during the event.

COMPETITION NUMBERS:

Competitors are responsible for ensuring that their cars carry their allocated race number, including the appropriate letters involved, on each front door and on the bonnet, facing the time-keepers box and these numbers must be of the standard laid down by the MSA. 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.

Letters A, B, C . . . must be used to identify which driver is in the car. These letters will be allocated by the organisers after the entries have been received and letters must be provided by the competitors. Race numbers may be purchased at the event at signing on.

RACE DESCRIPTION:

The race will be open a either a team relay race (using more than one car) or a race where drivers share the same car during the race.

HANDICAP:

Each car will be allocated a handicap by the timing company TSL, who will make use of the times submitted on the entry form in producing the handicap.

QUALIFICATION:

Those who have taken part in the Caterham Graduates Championship on Saturday are automatically deemed to have qualified for this race. Those who have not taken part must complete three laps to qualifying in the designated qualifying session on Sunday. The race start grid will be determined by the handicap allocated. Handicaps may be adjusted at any time until 60 minutes prior to the end of the race.

BRIEFING:

There will be a mandatory driver and team manager briefing at 13:00 on Sunday 4th June in garage 1.

RACE START:

Competitors who are starting the race will be lined up in the pit lane in grid order. Cars will then be released to complete one lap to form up on the grid. When all cars are in position a five second board will be shown, five seconds after this board is withdrawn the red lights will be switched on and between two and four seconds later the lights will go off to indicate the start of the race.

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 passed the pit exit 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.

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. All repairs to a vehicle may only be carried out inside or behind the allocated garage, no work may be done in the pit lane.

There will be a minimum of five mandatory pit stops for vehicle / driver changes.

Multiple Vehicle Teams:

Multiple vehicle teams must advise the meeting Organisers at the time of entry and confirm driver names at signing- on.

All cars must enter the pit lane during their driver change-over period, observing all usual pit lane safety regulations. Each team may have one car waiting in the garage ready to go out when its team member on the circuit comes in. The outgoing car may not leave the garage until the incoming car has passed the pit

garage of the team. The incoming car will then leave the pit lane via garage 34 and the outgoing car may join the circuit. Failure to comply may lead to the imposition of a Stop / Go Penalty by the Clerk of the Course.

If there is more than one vehicle from any team circulating at the same time none of the laps completed by the cars involved will be counted.

Single Vehicle Teams

Single vehicle teams must advise the Meeting Organisers at the time of entry and confirm driver names at signing on. Teams must advise the Meeting Organisers of the order that drivers intend to 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, the engine may be left running and the next driver then enters the car 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 vehicle.

The time from entering the pit lane to leaving the pit lane, as determined by TSL, must be at least two minutes when making a stop to refuel. Any stop to refuel taking less than two minutes will be subject to a stop/go penalty equivalent to the amount of time less than two minutes the stop has taken.

DRIVING TIME:

During the race no driver may drive for longer than two hours 15 minutes continuously and must then rest for at least one hour 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 one 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:

Refuelling is only permitted to take place in the designated refuelling zone which is located behind garages 35 and 36. Single vehicle entries may exit the circuit through garage 35 to enter the refuelling zone and then re-join the pit lane via garage 36

The fuel 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.

During refuelling the engine must be turned off and the driver must vacate the car. No work may be carried out on the car at this time. 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.

It is recommended that 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 who is recommended to also be 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 should 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 these 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 being served.

CLASSIFICATION:

The chequered flag will be shown to the leader on the first time that they pass the line after the four hours has elapsed.

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.