



SPECIFIC EVENT REGULATIONS



25th – 26nd AUGUST 2012

SNETTERTON 24 HOUR 2CV and MINI GRAND ENDURANCE RACES

1. REGULATIONS APPLICABLE TO ALL CARS AND COMPETITORS

1.1 APPLICABILITY AND REFERENCE TO OTHER REGULATIONS

These Regulations apply to the 2CV and Mini Grand 24 Hour Endurance Race 2012. They are supplemental to:

2CV Parts.com Championship regulations

Reglement Sportive et Technique de 2CV Cup issued by RACB

Mini Grand 24 Regulations

1.2 DEFINITIONS:

'Organisers' means BARC – The British Automobile Racing Club

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.

1.4 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.

1.5 QUALIFYING:

There will be two qualifying sessions on Friday evening (24th August) which will both be timed with the timings used to establish the grid positions. All drivers shall 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.

1.6 BRIEFINGS:

A briefing for all drivers who are either new to the circuit or new to night racing will take place on Saturday 25th August at the foot of Race Control – timing will be advised. In addition there will be a



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mandatory team managers and drivers briefing, at 9.30 on Saturday 25st August the location of which will be advised at the event. 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 fueling details of which will be advised

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 24th August. In addition he must be informed of the driver due to start the race itself by 10:00 on Saturday 25st August.

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. 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 rejoins the race.

1.9 TIMING:

All cars must be fitted with transponders appropriate to the timing system being used and fitted in a manner approved by TSL. Timing feeds will be available on the pit wall and within the garages with printed timings being available every two hours during the event.

1.10 COMPETITION NUMBERS:

Competitors are responsible for ensuring that their cars carry their allocated race number on each front door and on the nearside of the bonnet, between the front grille and top bonnet hinge, facing the time-keepers box on the nearside (situated 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 quarterlight 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 2CV Club or Mini Club, is compulsory and all numbers must be in place at scrutineering.



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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 17:30 and 18:15 on Friday 24th August, 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 at 19:00. 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 scrutineer's satisfaction which may mean they are required to undertake a further noise test.

1.12 SIGNALS AND LIGHTS:

During the hours of darkness conventional flag signals will be replaced with light signals as follows:.

Flag	Light	Comments
Yellow	Yellow	
Red	Red	
Black		
Black and Orange		
Blue		

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.



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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 second placed car 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 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 rejoin 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.

1.14 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.



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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 in 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 five lap penalty which will be subtracted from the total completed up to that time. This tow back rule will only apply up until the final hour of the race when the Organisers will only tow cars to the nearest place of safety.

1.16 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 two 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. Pit to car signalling boards shall be hand held, no support structures will be permitted.
- 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.



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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.

1.17 REFUELLING:

a) Re-fueling 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) 2CV Racing Club supplied "Tuff Jug", 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.

b) Mini Grand Cars will use the same size Tuff Jugs and their own modified filler neck and cap. 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.

c) Fuel must be drawn from the paddock filling station 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.

d) 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.

e) 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.



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f) 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 during the refuelling process in case it is needed to be used.

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. 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.

1.18 RADIOS:

It is forbidden for any team to set up and kind of radio, electronic or electrical system by which they can communicate with the driver whilst he 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. Mobile telephones are a safety hazard in relation to petrol vapour and hence must not be used in the garages, pit lane or on the pit wall at any time during the event.

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 Blue Book. These penalties do not carry penalty points against the drivers licence.

Driver changes nor refueling are not permitted during such a penalty

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.

1.21 PARC FERME:

Parc Fermé is located at the exit end of the pit lane on the right; cars will remain there for a minimum of 30 minutes or until released by the Clerk of the Course.



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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. These bulletins will not be subject to protest and must be adhered to at all times.

1.23 RACE AND GRIDS

For the avoidance of doubt the 2cv race and the Mini race shall be run as separate events. Start times will be different as per these regulations and there shall be different and separate winners and trophies. Ending of the race shall be signified by a Chequered flag in the conventional manner

1.24 STARTING PROCEDURE

REGULATIONS APPLICABLE TO 2CV CARS (INCLUDING EURO AND STANDARD CLASS) AND THEIR COMPETITORS ONLY

2. ELIGIBLE CARS:

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

3. 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. Each car must have a minimum of three and maximum of five drivers for the event. No driver may drive more than one car 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.

4. RACE START:

A maximum of 40 cars will be permitted to start the race which will use a 2 x 2 grid. A rolling start will be used from behind a first pace car with the countdown process as follows:



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10:30	Pit lane opens	
10:40	Pit lane closed	
10:55	Start of pace lap	
11:00	Race start	

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 mini has crossed the start line after the start of race signal is given.

Note: as specified elsewhere in these regulations Mini Grand cars will start the race with a rolling start behind a Second pace car approximately 60 seconds after the 2cv classes

5. TECHNICAL:

5.1 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.

5.2 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. It is permissible to modify the feet of the light bar assembly to enable quick release and also to fit a support stay between the bottom of the vertical bars of no more than 12mm diameter.

5.3 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 Championship Scrutineer shall be final.



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5.4 MANDATORY WORKING LIGHTS

During the hours of darkness all drivers must have the following lights 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 tails 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. No car may show red lights to the front.

5.5 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.

5.6 PROHIBITED LIGHTING ARRANGEMENTS

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 flag or light signals.

5.7 REFUELING COMPLIANCE

Re-fueling must be carried out using an MSA compliant system, for all UK championship cars it is mandatory that a unmodified 2CV Racing Club supplied "tuff jug" and modified filler neck and cap is the only system used. 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. DUPLICATION

6. REGULATIONS APPLICABLE TO MINI GRAND CARS AND THEIR COMPETITORS ONLY

6.1 RACE START:

A maximum of 6 cars will be permitted to start the race which will use a 2 x 2 grid. The Mini race shall have a rolling start from behind a second pace car which will release the Minis to the Start/Finish line approximately 60 seconds after the start of the 2CV race.s:

NOTE: Timings are approximate



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10:31	Pit lane opens	
10:41	Pit lane closed	
106:56	Start of pace lap	
11:01	Race start	

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 Mini Grand car has crossed the start line after the start of race signal is given.

6.2 OTHER REGULATIONS

All Mini Grand competitors will comply with the 2012 2CV 24 HOUR ENDURO Mini Grand Regulations published and amended from time to time by the Classic Mini Saloon Club

Published by:

The British Automobile Racing Club