



Summer Endurance Cup

Snetterton Circuit: 1st / 2nd August 2015

Race Entry Form

The 750 Motor Club will organise a Clubman Permit Race Meeting at Snetterton on the 200 Circuit (2.00 miles) on the above date. The meeting will be governed by the General Regulations of the MSA (incorporating the provisions of the International Sporting Code of the FIA), these Supplementary Regulations and any written instructions that the organising Club may issue for the event.

OFFICIALS: *Club Stewards:* TBA. *Clerks of Course:* V.Ayres; L. Spurr; A.Cox; N.Tanser; R.Clements; I.Thompson. *MSA Steward:* TBA. *Chief Timekeeper:* T. Stevens *Chief Marshal:* P.Harding. *Chief Scrutineer:* B. Blackmore. *Secretary of the Meeting:* TBA.

ELIGIBLE COMPETITORS: Current MSA National B (or higher grade). Members of the 750 Motor Club and other invited clubs. Licences and Membership Cards will be inspected at Signing-on.

Team Name:	Preferred Team No (less 51,52,72):
Team Principle:	Email:
Phone (Landline):	Phone (Mobile):
Address:	
Team Details: up to 3 x drivers are permitted per team	

Driver A Name:	MSA Licence No/grade:
Driver B Name:	MSA Licence No/grade:
Driver C Name:	MSA Licence No/grade:



Car Details: if competing with a single car, please just complete "Car A"

Car A Model: Yr/Mk: Transponder No:

Car B Model: Yr/Mk: Transponder No:

*Transponders are available to hire from the 750 Motor Club.
Transponders can be collected at sign-on.*

Team: _____

Wish to enter the: ***Tick ONE only:***

*Class A
Elite Cup*

*Class B
Supersport Cup*

*Class C
Sport Cup*

Notes to Entrants:

1. *Trophies will be awarded to 1st, 2nd and 3rd in each of the groups above.*
2. *Cars MUST meet the technical regulations of the event at all times.*



PAYMENT DETAILS:

The entry fee is £595

Card Details (not Amex):

Valid From:

Expiry Date:

CSV Nos (last 3 on signature strip)

Switch Issue No:

Name on Card:

Cardholders Signature:

Cardholders Address
(if not as driver)

Please return the completed page to 750 Motor Club, The Conservatory Suite, Donington Park, Castle Donington, Derbyshire. DE74 2RP.

Or alternatively print and fax the form to 01332 811422 or email it to nicky@750mc.co.uk



750MC Summer Endurance Cup: Supplementary Regulations

1) Title & Jurisdiction: The 750 Motor Club (750MC) will organise the 2015 Summer Endurance Cup Race at Snetterton on the 200 (2.00 miles) circuit on the 1st/2nd August 2015 under MSA Permit No(s) TBA. The meeting will be held under the General Regulations of the Motor Sports Association (MSA) (incorporating the provisions of the International Sporting Code of the FIA) and these Supplementary Regulations and any ASR's or written instructions the 750MC may issue for the event.

Please read the Final Instructions or subsequent bulletins issued to you for these events. The organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In this event the competitor or entrant has no right to claim against the organisers in respect of any loss or expense he may thereby incur. The 750MC reserves the right to issue race bulletins amending or clarifying these Regulations. It is a condition of entry into the race that all competitors, teams, team members & persons associated with any of the above agree to be bound by these regulations including any amendments, variations or statements relating thereto.

2) Organisation/Event Officials:

MSA Steward: TBA

Club Stewards: K. Messer / R. Knight

Senior Clerk of the Course: V. Ayres

Clerk of the Course: N. Tanser / R. Beard

Secretary of the Meeting: Giles Groombridge

Chief Scrutineer: Bob Blackmore

Chief Time Keeper: Terry Stevens

Chief Marshal: Peter Harding

3) Competitor Eligibility:

All teams who wish to operate under a Team Name must have a valid Entrants Licence, if not the first named driver will be the entrant.

Eligible Competitors: Drivers and Entrant Drivers must be in possession of a valid MSA Competition (Racing) National B or above licence and be a member of the 750MC. Drivers with a National Competition Licence issued by a country outside the UK will be deemed acceptable provided they are a Professional competitor in possession of a valid licence (which features the EU flag) and medical issued by the ASN of a member country of the European Union and has provided such proof to their issuing ASN MSA Regulation [H 26].



4) Eligible Vehicles:

All vehicles must be derived from series production cars, that have been available for sale in the EU, and been subject to a minimum production run of 500 units.

Class A - Elite	Up to 260bhp / ton
Class B - Supersport	Up to 200bhp / ton
Class C - Sport	Up to 140bhp / ton

Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout qualifying and racing. Please note that the organisers reserve the right to check the eligibility of a vehicle at ANY time during the event.

5) Signing On:

Signing On will take place in Race Administration at times stated in the Event Timetable or Final Instructions. The following documents must be presented at Sign On:

- 1) Competition Licence
- 2) Entrants Licence
- 3) Medical (where relevant)

6) Scrutineering:

Scrutineering will take place at the times and location as stated in the Final Instructions. In addition to safety scrutineering there will be checks on camera installations. All helmets and overalls must be in the car at Scrutineering. Cars not carrying a Scrutineers approval label will not be permitted on circuit.

Any car which, after having passed scrutineering, is subsequently damaged must be re-presented after repair to a scrutineer for approval in order to continue any track activity. It is the team's sole responsibility to re-present the car in accordance with the above.

Driver's equipment must be in compliance with MSA requirements as set out in the current MSA Yearbook (including any subsequent bulletin issued by the MSA). Any clothing/helmets failing to meet this requirement will be retained by the Scrutineers and only returned at the end of the race meeting.

Noise scrutineering will take place prior to the first practice session on Saturday outside the Assembly Area. Cars that have not been tested/failed testing will not be allowed onto the circuit. It is the team's responsibility to make sure that the race car has been noise tested for the event. A static test will be used complying with MSA regulation [J 5.18].

7) Judicial Procedures:



This event is run under the jurisdiction of the MSA and all judicial procedures (including protests and appeals) will be as per the current Competitor's and Officials' Yearbook.

8) Event Format:

There will be one race, which is a Team Event of 2 ½ hours duration, the object being to complete as many laps as possible using only the car(s) and drivers entered in the team. Cars may go out any number of times and in any order. Teams may be comprised of a single car OR a maximum of 2 cars competing in a relay format. The maximum number of drivers per team is 3.

9) Entries:

Entries open from the publication of these Supplementary Regulations.

Closing date: **Friday 25th July**, The organizers may at their discretion accept entry applications later than the closing date.

Entry Fees: as per the entry form. If a competitor enters a race and subsequently cancels:

- Prior to 7 days before the meeting - refund less £50 administration fee.
- Less than 48 Hours prior to the meeting – no refund.

In the unlikely event of cancellation of the event howsoever caused it is clearly understood that there will be no refund of any monies paid to the organiser in relation to the event and the competitor acknowledges that 750MC have no liability for any incurred expenses whether incurred directly or indirectly, which will not be reimbursed in any circumstances. Expenses for these purposes include any loss of income, profit or other financial implication such as expenses.

10) Paddock:

Access times and a paddock plan will be provided with Final Instructions.

Garage allocation will be set by the organisers in advance of the race meeting. No Changes to this allocation will be accepted without prior agreement of the organisers.

11) Briefings:

There will be a mandatory Team Managers and Drivers Briefing. Times and locations for all briefings will be issued in Final Instructions.

12) Qualifying/Driving Time/Change of Drivers:

Only cars having successfully passed scrutineering, including noise checks, will be allowed to take part in the Qualifying session. The number of Teams permitted to race is 46. The number of Teams permitted to qualify is 46.

Each driver must complete a minimum of 3 laps in practice. There will be one untimed practice session, one qualifying session



and a further morning warm up before the race.

During the race any change of drivers may only take place in front of the team's allocated Pit Garage. Driver changes must be reported on the Pit Report Pads issued at signing on, signed by the Team Manager and immediately handed in to Race Administration. During the race ALL pitstops must be for a minimum of 3 minutes from pit entrance line until the pit exit line. No refuelling may take place until 30 minutes after the start of the race and 30 minutes before the end of the scheduled race.

A car may only be driven by the correctly nominated driver for that car. Any change of entries during the race is prohibited.

If the organiser receives more entries than the circuit's limit the first correct and fully paid entries up to the entry closing date will be accepted. NO reserve entries will be accepted.

Competitors who do not qualify have no claim to refund of entry fees.

13) Race Start:

The starting grid will be set up as per the grid issued by the race organisers. There will be one starting group made up of the maximum number of cars permitted for the circuit. The start will be a rolling start. Any car arriving later than 5 minutes after the assembly time will start from the Pitlane on the first racing lap.

14) Practice & Race Stops:

Although the race will have the facility for Safety Car intervention the following is the procedure for practice and the race if the circumstances preclude the use of a Safety Car (e.g. blocked circuit).

Should the need arise to stop any race or qualifying, RED LIGHTS and Flags will be shown on at the Start Line and Signalling Points around the Circuit. In the case of inclement weather (e.g. Fog), the race may be suspended until advised by the Clerk of the Course.

This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace in the knowledge that timing has ceased and that the circuit may be blocked. Competitors should return either to the Pits during practice or to the starting grid area during racing. Cars may not enter the Pits during racing unless directed to do so by officials.

The grid will be declared Parc Ferme and all work in the Pits must cease until the race is restarted.

15) Safety Car Procedure:

The Safety Car will be brought into operation and run in accordance with MSA Regulations.

16) Pits/Pitstops/Pitlane Safety:



The time in the Pit for ALL pitstops will be a minimum of 3 minutes from pit lane entrance line to pit exit line.

The speed limit for the Pits is 60kph.

Contravention of these speed limits will lead to Stop/Go penalties (See Infringements). Any team re-offending may incur further penalties up to and including exclusion from the event. It is not permitted for a car to reverse in the pit lane under its own power. Should any need arise to reverse then the car must be pushed into position. Reversing a car under its own power is considered dangerous and penalties will reflect that.

Pit signalling on the pit wall is limited to two team personnel for the purpose of signalling and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted.

No persons under the age of 16 years are permitted in the pit area. This includes the garages, the pitlane and the pit wall. It is the Teams responsibility to ensure compliance with this regulation.

No naked flames, no smoking or cooking are allowed in the pit garages.

17) Fuel Storage and Refuelling:

The maximum amount of fuel which can be stored in the pit garage per competing car is 75 litres and must be stored in AAOil Tuff Jugs or FIA Dry Break Refuelling dump churns, in accordance with MSA Regulation [Q 13.1.3 and Q 13.1.4]. No fuel may be stored in the area directly behind the garages or in the pitlane.

Fuel may only be dispensed into the Tuff Jug / FIA Dump Churn in the following locations at the designated areas in the Paddock displayed on the Paddock Plan. The Team shall ensure that throughout the filling of the Tuff Jugs / Dump Churns, one person shall stand with a fire extinguisher at the ready. Any personnel filling the Tuff Jugs or on standby with a fire extinguisher must wear a safety suit in accordance with MSA Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations.

For teams competing in relay format refuelling in the pit lane is not permitted. For those competing with a single car, all refuelling must be done by means of a Tuff Jug or FIA dry break refuelling system, all refuelling equipment must be presented at scrutineering. No exceptions. All refuelling must be done in the Pitlane in accordance with MSA Regulations [Q 13].

- 1) The driver must be out of the car and the engine must be stopped
- 2) The car must be earthed whilst they are being refuelled
- 3) No work may be carried out on the car whilst refuelling is taking place
- 4) It is recommended that any work is carried out prior to refuelling the car thereby allowing hot areas e.g brakes, to cool before refuelling takes place.
- 5) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- 6) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in



accordance with MSA Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations.
7) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.

18) Repairs & Maintenance and Health & Safety:

Any repairs during the practice or the race may not be carried out on the track. Assistance may only be given at the pits and in the paddock. Any car abandoned on the circuit will only be brought back to the paddock on the instructions of the Clerk of the Course.

19) Race Finishes/Classification:

The chequered flag will be shown to the leading car the first time it crosses the finish line after the elapsed time.

Speed must immediately be reduced after receiving the end-of-race signal and all marshals' instructions must be observed. It is prohibited to leave the pit lane to access the circuit once the chequered flag has been shown.

A Team will be classified as a finisher if it has completed at least 50% of the distance covered by the race winning Team. The results will be declared based on the number of laps completed by each classified finisher. Where Teams have completed the same number of laps, their finishing order will be determined by the time taken to complete those laps with the shortest time taking precedence.

20) Parc Ferme and Final Scrutineering:

All cars having crossed the finish line must follow the instructions of the marshals and proceed straight to the Parc Fermé where they will remain until the Clerk of the Course releases them. During that time, no work may be carried out on the cars. Any competitor failing to observe these instructions or removing his car from Parc Fermé before the Clerk of the Course orders their release will lose his right to be classified.



21) Infractions:

	During Qualifying	During Race
Excess speed in pitlane	Black Flag	Stop & Go for 2 seconds per mph over speed limit
Overtaking under a yellow flag	Black Flag	Minimum Stop & Go for 30 seconds
Overtaking under Safety Car conditions	Black Flag	Minimum Stop & Go for 30 seconds
False Start		Stop and Go
Failure to respect starting position or out of position on formation lap		Stop & Go
Wrong direction in pitlane	Exclusion	Exclusion
More than 3 laps under black flag without a pitstop	Grid Penalty	Minimum Stop & Go for 10 Minutes
Working on a car whilst refuelling		Drive Through
Driver not out of car when refuelling		Drive Through
All other refuelling infractions		At discretion of the Clerk of the Course
Not stopping for the correct amount of time for any pit stop		Stop & Go for amount of time short on pitstop x 2

For all other irregularities, sanctions are left to the discretion of the officials. For any irregularity, even one sanctioned via the above table, the Clerks of the Course are always empowered to award other or additional sanctions. The above table is a guideline for first time infractions at the event. Repetition of infractions by teams and/or individuals may be dealt with more severely. The Clerks of the Course are empowered to operate Stop and Go for any period that they consider appropriate to the offence (Be advised that speeding in the pit lane is a common mistake when taking a Stop and Go and leads to further sanctions).

22) Awards:

All presentations will take place at the venue designated in the final instructions. Trophies left uncollected can be forwarded on at the recipient's expense.

23) Vehicle Decals/Race Numbers:

These may be supplied by the 750MC prior to the event. These must be fitted to the vehicle prior to presentation for scrutineering. Any vehicle without decals in place according to the Decal Plan as issued by the 750MC will be excluded. Competition numbers must be displayed in accordance with MSA Regulation [J 4]. Where teams are using more than one car in relay format, each car must display the same race number.