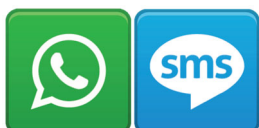




SILVERSTONE INTERNATIONAL – CLUB ENDURO OFFICIAL BULLETIN



Team Managers:

In order to make communication easier between race control and teams; especially concerning in-race penalties, we are requesting all teams provide a mobile number (email giles@750mc.co.uk) of a designated representative or team manager who race control can contact via SMS / WhatsApp etc.

Access / Sign-On:

For those of you not competing on Saturday full access to the paddock and pit garages will be from 7.00pm on Saturday the 7th of August. On Arrival a vehicle pass will be issued by the Gate Security Staff, ONLY one pass per driver will be provided. Additional vehicles need to be parked outside of the compound behind the pit garages. Signing On needs to be done electronically in advance of the meeting, please refer to the event Final Instructions for full details on completing the signing on process.

Garages:

Garages have been allocated according to the plan at the end of this document.

Scrutineering:

All cars MUST be presented for scrutineering prior to practice on Sunday morning. Scrutineers will be on duty in Garages 1 & 2 from 7.30am.

Tyres:

Polleysport & MOT Motorsport will be on site and can swap and fit tyres for competitors for a small fee.

Qualifying:

Qualifying will be a **30-minute session**; ALL drivers must complete a minimum of 3 laps in this session.

Briefing:

Please read this document carefully and any other relevant briefing notes that are placed on the online event noticeboard: <https://www.750mc.co.uk/briefing-notes/silverstone-international-7th-8th-august.htm>

There will also be a physical driver's briefing at 12.00pm on Sunday in the Scrutineering Bay (Garage #2.) Please do not bring non-essential people to this briefing.

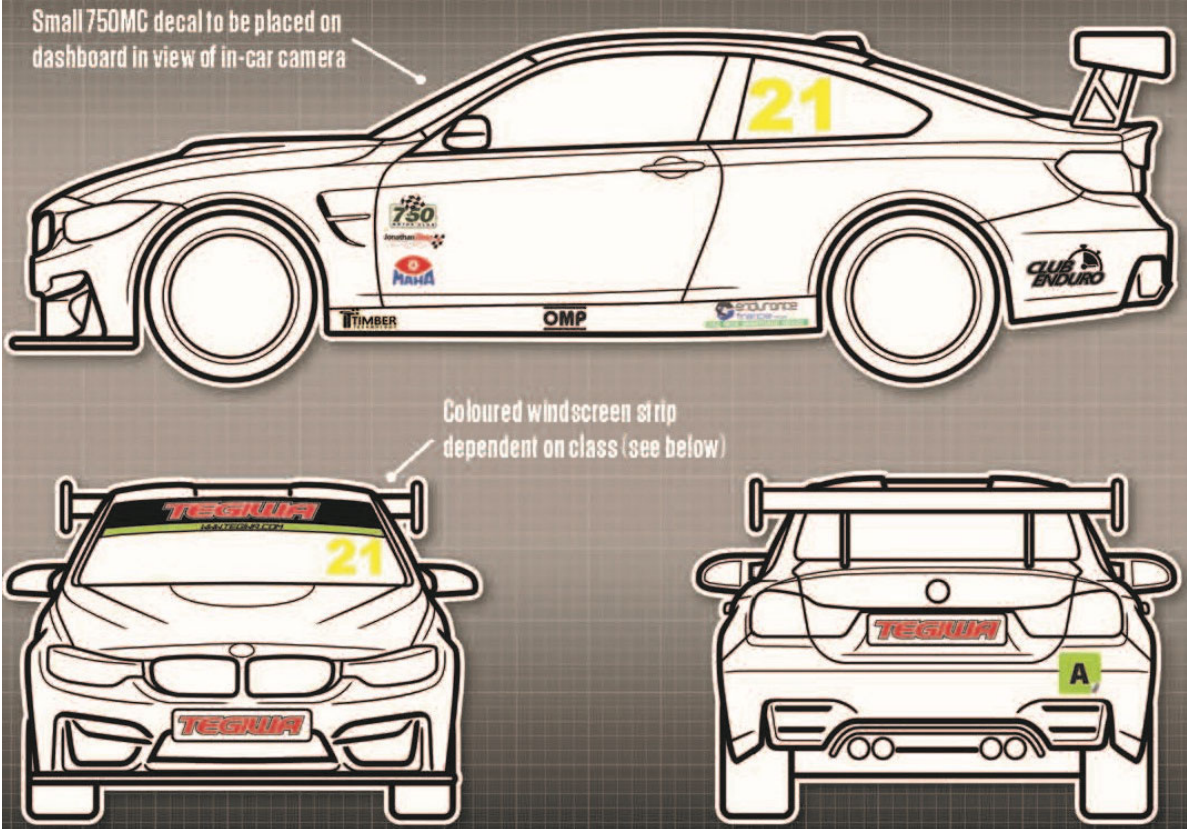
Weights:

All cars will need to display a minimum weight decal. These will be placed on cars by members of the 750MC team, with the minimum weight figure having been derived from the known/given power of the vehicle and the class entered. This must be displayed in both qualifying and the race. Failing to adhere to the weight can result in disqualification.

MINIMUM WEIGHT

Decals:

In addition to the Minimum Weight decals (see above) all cars must have the following:



Small 750MC decal to be placed on dashboard in view of in-car camera


Coloured windscreen strip dependent on class (see below)




MANDATORY DECALS 2021

| Front / Rear | 1 x Class identification (rear) | 2 x Club Enduro | 2 x OMP |
|------------------------|---------------------------------|-------------------------|---------------------------|
| 1 x Tegiwa sunstrip | SIDE | 2 x Endurance Financial | 2 x Maha |
| 2 x Tegiwa numberplate | 2 x 750 Motor Club | 2 x Timber Technology | 2 x Jon Elsey Photography |

Please ensure graphics are clearly visible and follow the plan as closely as possible.

■ Sunstrip exception will only be given to cars racing in another 750MC formula on the same race weekend.

 Key for Club Enduro class colour coding

These will be available to collect from Race Admin and will be checked at scrutineering and in parc ferme, cars not displaying the correct stickers after qualifying will be placed at the back of the grid.

Race Start:

The race will be a rolling start. The procedure as shown in the Final Instructions is as follows:

Cars will be pre-gridded in the Assembly Area then released to the grid, where there will be a countdown followed by the start of the Pace Lap. Cars should remain in their correct grid positions throughout the lap and avoid unnecessary weaving.

At the completion of the Pace Lap, if the Clerk of the Course instructs the Pace Car to switch off its lights and enter the pit lane then the pole position car will assume the role of Pace Car until the gantry lights are switched out. This will signify the start of the race. Any cars accelerating or holding back before the start may be penalised for being out of position at the start.

Whilst on the Pace Lap only, the Clerk of the Course may decide that the formation is not satisfactory and may then abort the start by not extinguishing the gantry lights. The Clerk of the Course will then instruct the Pace Car to do a further lap. If after that lap the Clerk of the Course is still not satisfied, the cars must return to the start line behind the Pace Car which will still have its roof lights on. A decision will then be made as to when to attempt a further re-run of the start. The race duration counts down from the time of the first attempted start. Any aborted starts will therefore reduce race duration.

Pitstops:

ALL Teams must make at least **ONE** mandatory 3 minutes pitstop during the race.

Teams may not make their mandatory pitstop in either the first 30 minutes of the race or the final 15 minutes.

Any additional pitstops involving refuelling will require a minimum of 3 minutes stationary, irrespective of whether or not the mandatory 3 minute stop has already been completed. Other additional stops i.e. for minor maintenance, checks need not be 3 minutes in duration.

AS A RESULT OF REQUESTS FROM TEAMS FOLLOWING YESTERDAYS ROADSPORTS RACE ALL CARS MUST PARK AT A 45 DEGREE ANGLE WITH THE FRONT OF THE CAR FACING TOWARDS THE PIT GARAGES. THIS APPLIES TO ALL PIT STOPS, ONCE A STOP IS COMPLETE THE CAR MUST BE PUSHED BACK BY TEAM MEMBERS EXERCISING AN APPROPRIATE LEVEL OF CAUTION. DURING THE RACE FAILURE TO ADHERE TO THIS WILL RESULT IN A 2 MINUTE STOP & GO PENALTY FOR EACH OFFENCE.

The speed limit for the Pits is 60kph.....and we do have a Speed Gun!!!

Contravention of these speed limits will lead to Stop/Go penalties (see Club Enduro regulation 4.2). Any team re-offending may incur further penalties up to and including disqualification 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 ONLY. The pit wall is the only place where signalling to drivers is permitted.

Refuelling: ALL TEAMS

The maximum amount of fuel which can be stored in the pit garage per competing car is 50 litres and must be stored in AAoil Tuff Jugs (or similar) or FIA Dry Break Refuelling dump churns, in accordance with MOTORSPORT UK Regulation [Q 12.25.1 and Q 12.25.2]. No fuel may be stored in the area directly behind the garages or in the pitlane.

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 MOTORSPORT UK 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 fitted with a dry break cap or an FIA dry break refuelling system (no rotary hand pumps or electric pumps).

Refuelling: SINGLE CAR TEAMS

All refuelling in the pitlane must be done in accordance with MOTORSPORT UK Regulations [Q 12]

- a) The driver must be out of the car and the engine must be stopped
- b) No work may be carried out on the car whilst refuelling is taking place
- c) 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.
- d) It is recommended that the end of the exhaust and the rear wheel/brake assembly is covered by something fire retardant, especially if it is on the same side or in close proximity to the fuel filler.
- e) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- f) Any personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with MOTORSPORT UK Regulation [K 9] and fire resistant balaclava and gloves in accordance with FIA Regulations. Note: This may be one or more of the drivers of the car (outgoing driver preferably) & we recommend that the refuellers eyes are protected with goggles, safety glasses or a helmet with visor.
- g) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.
- h) Each car may only take on a maximum of 50 litres of fuel at each pit stop (2.5 x Tuff Jugs) or (2 x ATL FIA Fuel Churns)



Penalties: As follows:

| Offence | Qualifying | Race |
|---|------------------------------|---|
| Excess speed in pitlane | Black Flag | Stop & Go, 1 second for each kph over the limit x 2 |
| Overtaking under a yellow flag | Black Flag | Stop & Go for 30 seconds |
| Overtaking under safety car conditions | Black Flag | Stop & Go for a minimum of 30 seconds |
| False start | | Stop & Go |
| Failure to respect starting position | | Stop & Go |
| Wrong direction in pitlane | Disqualification of Driver | Disqualification of Driver |
| More than 3 laps under black flag without stopping | Disqualification of Driver | Disqualification of Driver, Stop & Go for team of 5 minutes. |
| Refuelling in a manner incompatible with general safety, i.e. with a driver still in the car. | | Stop & Go for a minimum of 5 minutes |
| Not making mandatory pitstop of 3mins duration. | | Time penalty will be added at the end of the race of 1 minute plus the balance of the pitstop duration not taken |
| Not stopping in the pits at 45 degrees and being pushed back when stop is complete. | Black Flag | Stop & Go for a minimum of 2 minutes. |
| "Pro Driver" stop and go penalty of 30 seconds not taken. | | Time penalty will be added at the end of the race of 3 minutes. |
| Having two cars on track at anytime | | For each lap where two cars are circulating, the team will be docked 2 laps |
| Exceeding track limits | Black Flag after 3rd Report. | Second report : Black & white warning flag Next report: Five-second time penalty Next report: Ten-second time penalty Next report: Drive-through penalty Next report: Black flag (Disqualification of Driver) |

Teams whose mandatory pitstop is timed at less than 3 minutes will receive a time penalty. If short stopping the chief timekeeper who is judge of fact regarding pitstops will apply a penalty of the balance of the mandatory pitstop time, plus an additional 1 minute (see above.)

Pro-Driver Penalties:

As per Championship Regulation 3.6 the following teams must serve an additional 30 second "Stop & Go" penalty, this may not be taken under Safety Car Conditions.

N/A

Pit to Car Radio:

For teams using pit to car radio, licences must be in place as per MOTORSPORT UK regulation Q11.3, mobile phones and tablets are not permitted to be carried in car.

Safety Car:

The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. On the order from the Clerk of the Course, the Safety Car will join the circuit from the pit lane with its flashing lights on, regardless of where the race leader is. When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board. Flashing yellow lights may also be used at the startline and at other points around the circuit.

All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden. Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.

While the safety car is in operation, competing cars may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car. The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.

When the Clerk of the Course calls in the Safety Car it will extinguish the yellow/amber flashing lights prior to exiting the circuit. As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. Cars must not overtake until they have passed the start / finish line.

Awards:

Trophies will be awarded to 1st/2nd & 3rd in each class.

There will be a prize giving (including the 2020 Championship Awards) 45 minutes after the end of the race, location TBA.

Garage Allocation:

| | | |
|-----------|------------------------|---|
| Garage 41 | FIRE LANE - KEEP CLEAR | 750MC |
| Garage 40 | | BMWCCR |
| Garage 39 | | BMWCCR |
| Garage 38 | | BMWCCR |
| Garage 37 | | BMWCCR |
| Garage 36 | | BMWCCR |
| Garage 35 | | BMWCCR |
| Garage 34 | | BMWCCR |
| | | |
| Garage 33 | | MR2C |
| Garage 32 | | MR2C |
| Garage 31 | | MR2C |
| Garage 30 | | MR2C |
| Garage 29 | | MR2C |
| Garage 28 | | MR2C |
| Garage 27 | | MR2C |
| Garage 26 | | MR2C |
| | | |
| Garage 25 | | Clio 182 |
| Garage 24 | | Clio 182 |
| Garage 23 | | Clio 182 |
| Garage 22 | | Clio 182 |
| Garage 21 | | Clio 182 |
| Garage 20 | | Bernie's V8s |
| Garage 19 | | Bernie's V8s |
| Garage 18 | | Bernie's V8s |
| Garage 17 | | Bernie's V8s |
| Garage 16 | | Bernie's V8s |
| | | |
| Garage 15 | | J. Lock / W. Casswell / M. Patel |
| Garage 14 | | W. Beech / C. Freeman / A. Baylie / S. Mauger |
| Garage 13 | | R. Baker / M. Wallis / C. Coomer / L. Handley |
| Garage 12 | | J. Beeson / I. Mairs / N. Dougill / A. Miller |
| Garage 11 | | J. Alford / R. Baptiste / J. Barrett / J. Mawdsley / A. Chapman |
| Garage 10 | | M. Jones / F. Jones / A. Etheridge |
| Garage 9 | | R. Fenwick / C. Jones / D. Mercer / A. Howarth |
| Garage 8 | | M. Pickford / J. Crook / M. Downie / W. Stacey |
| Garage 7 | | L. Bidgway / A. Henderson / B. Macauley / M. Tidmarsh |
| Garage 6 | | C. Gillespie / S. Cheetham / P. Dryburgh / M. Gadsby |
| Garage 5 | | D. Ball / E. Christie / D. Griffin |
| Garage 4 | | M. Hampson / P. Browes / J. Hayes / A. Marston |
| Garage 3 | | M. Dark / C. Dark / M. Taylor / A. Robey |

