



OULTON PARK – CLUB ENDURO OFFICIAL BULLETIN

Access / Sign-On:

Full access to the paddock will be from 1.00pm on Friday the 4th of September, although access to the pit garages will not be available until the end of the test day at 6pm. 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. Only 3 cars and 12 personnel are permitted in each pair of garages, if 2m social distancing guidelines are likely to be breached when working on vehicles, face coverings must be worn and appropriate PPE made available to team members. Only bring essential support vehicles into the Paddock.

Scrutineering:

This will be done by means of an electronic self-declaration in advance of the meeting. Please refer to the event Final Instructions for full details on how to complete this process. A maximum of 10% of entries may be selected for physical scrutineering, if you are chosen you will be informed via SMS and email and given an allotted time to go to the Scrutineering Bay.

Tyres:

For drivers needing tyres, Polleysport will be in attendance at this meeting and can supply and fit any Yokohama tyres you pre-order – 01354 688111

Qualifying:

Qualifying will be a 35-minute session; ALL drivers must complete a minimum of 3 laps in this session. Failure to complete the mandatory 3 laps may result in a team being replaced by a reserve entry.

Briefing:

Due to Covid-19 Restrictions there will be no physical drivers briefing, please read this document carefully and any other relevant briefing notes that are placed on the online event noticeboard:

<http://www.tinyurl.com/OultonInt750MC>

Weights:

All cars will need to display a minimum weight decal. These will be placed on cars by suitably PPE equipped 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.

750 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

MANDATORY DECALS 2020

| | | | |
|-------------------------------|--|--------------------------------|----------------------------------|
| 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 Technologies | 2 x Jon Elsey Photography |

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, there will then be a 1m / 30s countdown followed by the start of the Pace lap behind a Lead Car. Once the Lead Car has returned to the pits the red lights will switch off – signalling the start of the race. Please note that should conditions deteriorate from dry to wet (Q12.9.8) there will be two laps behind the Lead Car. Whilst on the Rolling Lap the Lead Car Driver or Observer or a Judge of

Fact will assess the grid and if they are not satisfied that the formation is correct, they may elect to do a further Rolling Lap prior to the start to allow drivers to regain their correct positions. If after the Lead Car has pulled into the Pit Lane, the Starter judges that the grid is not in good formation as it approaches the Startline, he may leave the Start Lights at Red. In these circumstances, all cars should proceed slowly round the circuit and stop back in position on the grid. The Start procedure will be recommenced at the 1-minute signal. It is the driver's responsibility to insure they are fully aware of the full start procedures in section 2.6 of their Championship Regulations. The race timing will commence at the time of the first start irrespective of whether it is aborted or not.

Pitstops:

ALL Teams must make at least ONE mandatory 3m30s pitstop during the race; the additional 30 seconds compared to previous years is to allow for the sanitization of common touch areas of the car when changing driver. Due to the tight nature of the Oulton Park pitlane teams must park cars at 45 degrees, with the front of the car towards the garage door and then push cars backwards in order to rejoin.

Any additional pitstops involving refuelling will require a minimum of 3m30s stationary, irrespective of whether or not the mandatory 3m30s stop has already been completed. Other additional stops i.e. for minor maintenance, checks need not be 3m30s in duration, but if changing driver, a minimum of 30 seconds must be spent sanitizing the common touch areas of the car. Due to likely difficulties in maintaining social distancing requirements ALL pit crew must wear face coverings (including full face helmets and/or balaclavas) during ALL pit stops.

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 any pit garage at Oulton Park is 25 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 13.1.3 and Q 13.1.4]. As a result, teams must store their fuel including fuel in churns ready for refuelling in the paddock and only bring it through the garage to the pitlane just before their pitstop. We would recommend that teams bring their fuel forward from the paddock no more than 2 laps prior to the scheduled stop in question.

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 13]

- 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 3m30s duration. | | Time penalty will be added at the end of the race of 1 minute plus the balance of the pitstop duration not taken |
| "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 3m30s 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.

TBC

Pit to Car Radio:

For teams using pit to car radio, licences must be in place as per MOTORSPORT UK regulation Q8.1.10

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 no formal prize giving but trophies will be available for collection from the awning provided this year by our friends at TWP Racing / Wrexham Glyndwr University (Garage #15)

Garage Allocation:

| | | | | | | |
|--|----|-------------------------------|---------------|-------------------------------------|-------------------------------------|-----------------------|
| F i r e L a n e | 1 | S. Cheetham | | P i t L a n e | P i t W a l l | T r a c k |
| | 2 | M. Jones / A. Wooton | | | | |
| | 3 | | | | | |
| | 4 | M. Downie | | | | |
| | 5 | J. McBride / N. Grove | | | | |
| | 6 | M. Tidmarsh / S. Lake / A. | | | | |
| | 7 | Gay | | | | |
| | 8 | D. Drinkwater / P. Browes / | | | | |
| | 9 | T. Rogers | | | | |
| | 10 | J. Hayes | | | | |
| | 11 | M. Hampson | | | | |
| | 12 | D. Ball / C. Gillespie / P. | | | | |
| | 13 | Dryburgh | | | | |
| | 14 | N. Dougill / E. Christie / C. | | | | |
| | 15 | Dark | | | | |
| | 16 | P. Sheard / I. Mairs / D. | | | | |
| | 17 | Kell | | | | |
| | 18 | L. Bidgway / A. Henderson | | | | |
| | 19 | / W. Stacey | | | | |
| | 20 | A. Burge / M. Pickford / C. | | | | |
| | 21 | Chisnall | | | | |
| | 22 | S. Cunniffe / W. Beech / C. | | | | |
| | 23 | Coomer | | | | |
| | 24 | A. Baylie / C. Freeman / M. | | | | |
| | 25 | James | | | | |
| | 26 | R. Baker / M. Wallis / L. | | | | |
| | 27 | Handley | Comentary Box | | | |
| | 28 | A. Howarth / M. Sanders | Comentary Box | | | |

Only 3 cars and a maximum of 12 people are permitted in pair of Garages. When working in garages if 2m social distancing guidelines are likely to be breached then team personnel MUST wear face coverings and appropriate PPE such as hand sanitiser must be available. Face coverings or Full-Face Helmets must be worn by crew for ALL Pit

Stops.

