



## **2014 BIRKETT 6 HOUR RELAY RACE**

**PLEASE ENSURE ALL DRIVERS ARE CURRENT  
750 MOTOR CLUB MEMBERS.**

***MEMBERSHIP IS JUST £20 PER ANNUM AND CAN BE  
COMPLETED ONLINE AT [www.750mc.co.uk](http://www.750mc.co.uk)***

**PLEASE ALSO ENSURE ALL DRIVER ENTRY  
FORMS ARE SUBMITTED TO THE CLUB PRIOR  
TO THE MEETING.**

***CORRECT TRANSPONDER NUMBERS ARE CRITICAL  
TO THE RUNNING OF THE EVENT. IF YOU NEED  
TO HIRE ANY TRANSPONDERS PLEASE LET THE  
CLUB KNOW IN ADVANCE AND ONE WILL BE READY  
FOR COLLECTION AT SIGN-ON.***

# FINAL INSTRUCTIONS



# Birkett Six Hour Relay

## Silverstone GP

# Saturday 25<sup>th</sup> October 2014

Thank you for your entry for the 64<sup>th</sup> anniversary running of the 'Holly' Birkett Handicap 6 Hour Relay Race. The following Final Instructions are for your information. Please ensure that you read and understand the timetable plus the various regulations regarding the pits/garages, car change over and, most importantly, the procedure if the Safety Car is brought into action.

For those who have not competed in the Birkett before, this is not a 10-lap sprint or the final BTCC round. There will be very considerable differences - e.g. physical size, type of car, speed differentials, braking distances and cornering abilities - between many of the cars taking part; however, the slower cars are as equally committed in their cornering and entitled to their piece of circuit as the faster cars; the faster cars are also entitled to overtake. All drivers should take great care to be aware of what is going on around them. Be aware that any Observer's report suggesting inconsiderate, reckless or careless driving will be dealt with most severely by the Clerk of Course and will reflect upon the whole Team. 'The Birkett' has a good safety record and we wish it to remain that way.

Your co-operation in noting and adhering to these regulations will be greatly appreciated by the organisers and will help to provide a good day's racing for all.

### ADDITIONAL SUPPLEMENTARY REGULATIONS & FINAL INSTRUCTIONS

MSA Permit No: ..... 83842  
MSA Steward: ..... Len Pullen  
Clerks of Course: ..... V. Ayres  
Deputy Clerks: ..... J. Floyd, L. Spurr  
750 M.C Stewards: ..... N.Tanser; I.Thompson  
Chief Medical Officer: ..... Dr H. Chaggar

SCRUTINEERING STARTS ..... 07.00  
QUALIFYING SESSIONS START ..... 09.00  
SCRUTINEERING ENDS ..... 09.30  
START DRIVERS BRIEFING (BESIDE SIGNING ON OFFICE) 10.15  
TEAM MANAGERS' BRIEFING (BESIDE SIGNING ON OFFICE) 10.45  
CLOSE OF TEAM HANDICAPPING ..... 10.45  
QUALIFYING ENDS ..... 11.00  
1<sup>st</sup> CARS TO ASSEMBLY AREA ..... no later than 11.20  
1<sup>st</sup> CARS ONTO GRID ..... 11.30  
FORMATION LAP ..... 11.35  
RACE STARTS ..... 11.45  
RACE FINISHES ..... 17.45

**AWARDS CEREMONY (IN THE PADDOCK BAR) ..... 18.15 ish**

**SIGNING ON:** 1<sup>st</sup> floor of Race Control, commencing at 0645. Race Licences will be inspected. It will also be possible to sign-on on Friday from 1400 - 1900hrs.

**SCRUTINEERING:** Scrutineers will be available from 1430 - 2000 on Friday and from Saturday from 0700 - 0930. Please ensure that correct numbers and letters are displayed on vehicles. Numbers and letters on backgrounds will be for sale at signing on.

**ACCESS:** For those competitors not testing on Friday, circuit access will be from 4pm onwards, early arrival may be required to wait on the Copse Runway.

**DRIVERS WHO HAVE NOT COMPETED ON ANY SILVERSTONE CIRCUIT CONFIGURATION BEFORE MUST REPORT TO THE CLERK OF COURSE PRIOR TO QUALIFYING.**

**QUALIFYING:** Team Managers must ensure that ALL drivers complete a minimum of 3 laps in order to qualify. Transponders should be in the car for qualifying and the car must carry the correct numbers & letters.

In order that cars get the maximum amount of time on circuit, qualifying will be continuous from 9.00 - 11.00. Breakdowns will be only recovered if possible without halting. The end of each session will be indicated by the chequered flag on the start/finish line after which drivers should leave the circuit at the usual point; this may be supplemented by the use of the Safety Car. The next group of cars will then be released from Assembly Area. The Safety Car may be introduced at any stage on instruction from the Clerk of Course.

**THE ASSEMBLY AREA WILL BE ON THE COPSE RUNWAY AT THE WELLINGTON STRAIGHT END - FAMILIARISE YOURSELF WITH THE LOCATION IN ADVANCE PLEASE.** Cars should be there at about 10 minutes prior to the scheduled start of their session; NO CARS MAY JOIN FROM THE PITLANE.

A cars	..... 9.00-9.20
B cars	..... 9.20-9.40
C cars	..... 9.40-10.00
D cars	..... 10.00-10.20
E cars	..... 10.20-10.40
F cars	..... 10.40-11.00

**COMPETITION NUMBERS:** All cars MUST have clearly legible numbers as per MSA regulations. Any car which has poorly visible (to the timekeepers) numbers will be notified and failure to amend numbers to the timekeepers' satisfaction will result in that car's laps not being counted. Driver letters should be approx 5" high and should be similarly legible. **PLEASE ENSURE THAT THE CORRECT LETTERS ARE CARRIED ON EACH CAR, AS PER THE LISTS.**

**LETTERS & NUMBERS WILL BE FOR SALE AT SIGNING ON. A LIMITED SUPPLY OF WHITE BACKGROUNDS WILL ALSO BE AVAILABLE ON THE DAY.**

**HANDICAPS:** Provisional handicaps will be available from the Secretary's office at 0800. Final handicaps will be available at approximately 1100. Any queries regarding the handicaps should be directed to the Handicapper, who will be situated on the 2<sup>nd</sup> floor of Race Control.

**TEAM MANAGERS' BRIEFING:** This is compulsory for ALL Team Managers and will be held BESIDE SIGNING ON OFFICE at 1045. Failure to attend may result in exclusion from the meeting and/or a £150 fine.

**GRID ASSEMBLY:** The first car from each team will assemble in the assembly-area and will be arranged in grid order; when signalled to do so they will proceed on track from the Wellington Straight to the startline grid. The second car should be in the Team's pit garage. Cars do not have to run in team letter order.

**START PROCEDURE:** The cars will be held on the grid to ensure that the race starts at exactly 1145; The race will be started under Safety Car conditions. 3, 2, 1 minute & 30

second boards will be shown on the grid from approximately 1135 and cars will leave the grid for the green flag lap behind the Safety Car, yellow flags and safety car boards will be displayed at all posts. The safety car will be withdrawn at the end of this lap if deemed safe to do so. No overtaking is permitted until the cars cross the finish line where a green flag will be shown and all posts will also display green flags. The timekeepers will be able to identify anyone out of position as they cross the line and a 1 lap penalty will be given for infringements (*The race will officially start once the first car assesses the start finish line irrespective of whether still under safety car conditions.*)

**CHANGE-OVER:** Each Team will have its next car either in its garage or on the 'apron' in front of its garage, ready for change-over. Cars leaving the circuit for change-over will do so along the usual circuit-exit lane; on entering the pit area cars will proceed along the centre lane of the pitlane and continue past their garage, returning to the paddock after garage 6C or, for those in garages 7A - 12E, at the far end of the pitlane. Cars returning to or entering the garages will only do so through the rear garage door. Outgoing cars may not leave their position on the apron of their garage until their incoming car has passed them, and should proceed along the outer lane of the pitlane to join the circuit. Drivers must take great care during this change-over procedure to avoid incidents in the pitlane. A speed limit of approximately 25mph will be in force along the front of the garages. This 'change-over' will be monitored and any Team contravening the above instructions will either be held at the pitlane exit or will receive a time-penalty.

**BREAKDOWNS ON CIRCUIT:** In the case of any car breaking down on the circuit, the Team Manager is allowed to release his Team's next car to continue the race; permission is not required from the Clerk of Course. It is the decision of the Team Manager how long they wait before the next car is released but they should be aware that if two cars from the same team are mobile on the circuit, no laps are scored until one of them returns to the pits. Drivers of cars breaking down should attempt to pull off onto the inside (right) of the circuit where feasible to facilitate recovery of the vehicle; that car will be considered to have ceased racing once the driver is out of the car. Breakdowns will be delivered to the rear of the pit garages, not down the pitlane.

**Car-to-pit or Pit-to-Car radios,  
mobile phones etc are prohibited.**

**RE-FUELLING & CAR REPAIRS:** Cars may be worked on either in the garage or in the area behind. No work may be done on the 'apron' or in the pitlane. Refuelling may be carried out either in or behind the garages, under the following regulations:-

- A driver shall vacate the car and the engine be stopped throughout any refuelling operation. In addition the Entrant (Team Manager) shall ensure that throughout the refuelling one person shall stand by the car with a fire extinguisher at the ready.
- Not more than 5 gallons of fuel may be kept in any pit (garage). Storage of fuel is only permitted in containers having a screw cap or other approved safety cap and complying with the Law and local Fire Regulations. (Proper petrol cans or 'jerry' cans are recommended.)
- If any fuel is stored in a pit (garage), the entrant (Team Manager) of the car shall ensure that an effective fire extinguisher is kept adjacent to such fuel.

**PIT PERSONNEL:** A maximum of two timekeepers and a Team Manager per Team will be permitted in the Pit signalling area. Personnel in the general Pits/Garage areas should be kept to a minimum. Pit Marshals will, for safety reasons,

remove unauthorised personnel. Extreme care must be taken when going to and from the pit wall, as the pitlane will be active all day.

**GARAGES** are allocated on the attached listing. The area directly behind the garages on both sides of the through road is for competing cars and one 'support' vehicle only; any non-competing cars, tow cars, trailers, transporters etc **must** not park there, but in the vast areas of parking available elsewhere. Team managers must ensure that this is complied with and that an access lane to the rear of their garage is maintained at all times.

**RESULTS:** Provisional overall and handicap results will be issued on the hour. Note that these results will remain provisional for only 30 minutes after the time of their availability/issue to competitors. After that period of time, no queries/appeals may be made. The handicappers reserve the right to amend, within the first 4 hours of the event, the handicap of any team in which the performance of any of its members is significantly better than the times provided by them. When handicaps are issued, any cars which are significantly faster than the remainder of the team will be given a maximum number of laps they are permitted to complete and any cars which are significantly slower than the remainder of the team will be given a minimum number of laps they have to complete; any variation from the maximum or minimum may result in the handicap being recalculated.

**SAFETY CAR:** In order to prevent the race being stopped, a Safety Car will be used. In order that the race-time 'lost' whilst under the control of the Safety Car shall not affect the handicap, time so spent shall be considered to be 'dead time' and the handicap will be progressively adjusted to allow for the time notionally lost.

The Safety Car will be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course. The Safety Car will be driven by an experienced circuit driver and will carry an observer capable of recognising all competing cars and who is in permanent radio contact with race control. The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line. If these locations are to be varied specific written instructions and verbal briefings will be issued detailing the exact locations to be used.

On the order from the Clerk of the Course, the Safety Car will join the circuit with its revolving 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. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available.

Flashing yellow lights may also be used at the start-line 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 rejoin 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. This would normally be such that a minimum of 25% of a lap for circuits over 2 miles and 50% of a lap for circuits under 2 miles should be completed by the Safety Car with its lights extinguished.

Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

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. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag. This system may be supplemented by a message being simultaneously broadcast to all marshals' posts if such a communication system is available. Overtaking remains strictly forbidden until the start signal at the start/finish line is passed.

Each lap covered while the Safety Car is in service will be counted as a race lap unless specified to the contrary in Championship regulations.

Under certain circumstances the Clerk of the Course may ask the Safety Car to use the pit lane. In this case, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

Should it be necessary to stop a race during a Safety Car deployment the Safety Car, with all competing vehicles following, will pass through the red flag at the start/finish line, complete one further lap at reduced speed and then, once the Safety Car comes to a stop at a position indicated by the Safety Car observer (which will usually be either the grid or Parc Fermé), all competing cars must stop behind it unless otherwise directed.

In exceptional circumstances the following may apply:

(i) The race may be started behind the Safety Car. In this case its revolving yellow/amber lights will be turned on at the two-minute signal. This is the signal to the Entrants/Drivers that the race will be started behind the Safety Car and it will remain at the front of the grid during the remainder of the countdown. When the Green Flag is shown at the Start/Finish Line, the Safety Car will leave the grid and all cars will follow in single file in grid order no more than 5 (five) car lengths apart. The race will be deemed to have started when the Safety Car leaves the grid and the Green Flag is displayed.

(ii) Cars will leave the grid in single file grid order behind the Safety Car under the instruction of the Chief Start/Finish Line Marshal. Cars will remain in single file without overtaking, except that a car that falls behind may regain its grid position if the cars behind it could not avoid passing without unduly delaying the remainder of the field. In this case, Drivers may carefully overtake to re-establish their

original starting grid order. If a car falls to the back of the grid, it must remain at the back of the grid.

(iii) Any car(s) delayed leaving the grid may not overtake another moving car if stationary after the remainder of the cars had crossed the line. In this case the car(s) shall remain at the back of the grid, in the order they left the grid.

(iv) A time penalty or Drive Through Penalty may be imposed on any Driver who, in the opinion of the Clerk of the Course, unnecessarily overtakes another Driver during these laps.

(v) The "SC" boards and Yellow Flags will be displayed at Marshals' Signalling Posts around the circuit until the Clerk of the Course withdraws the Safety Car from use in accordance with Regulation 3.14.10, 3.14.11. and 3.14.12.

(vi) All laps undertaken in this start procedure will be deemed to be counted as race laps

Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

**RACE PENALTIES:** The Clerk of Course may impose a Stop-Go or Drive-through penalty during the race, in accordance with MSA Regulations.

**FINISH PROCEDURE:** After the chequered flag has been shown on the start/finish line (1745) cars will proceed slowly to, and leave via, the pit exit road and down the pitlane to the paddock.

**AWARDS:** There will be an Awards presentation at the end of the day's racing (hopefully 1815hrs). All Award winners should attend or appoint someone to attend on their behalf.

## TRANSPONDERS

**TRANSPONDERS** will be used for the purposes of lap-counting. It is a requirement that all competitors carry a working transponder whilst on the circuit. Where a car has a permanently fitted or rechargeable AMB transponder this can be used. Please provide transponder numbers to the timekeepers if they have not already been provided to the organisers. Those competitors who have no transponder will need to hire a temporary transponder at a cost of £30 and can collect it when they sign on. Failure to comply will result in laps not being counted. Checks will be made at scrutineering to ensure correct positioning and identification of transponders. Please comply with any requests for relocation of transponders to ensure that all your laps are counted. At the end of the race any transponders and holders that have been hired from the organisers should be returned to the Race Administration office - charges of £250 will be levied for each non-returned transponder.

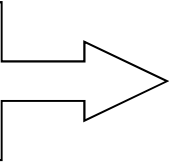
## PARKING IN THE PADDOCK

Space is very limited this year with over 60 teams to fit into 39 garages. Parking in the paddock area behind the garages is restricted to competing cars and one support vehicle for each team - the pass supplied for that vehicle must be displayed clearly or it may be removed.

Road/tow cars, trailers/transporters and the cars of mechanics, supporters, helpers, sponsors, guests etc must be parked outside the paddock in one of the many large car parks or the Copse Runway- this rule will be enforced and any offending vehicles will be removed.

SCRUTINEERING &  
PARC FERME

Additional Parking  
on Copse Runway  
& to Assembly Area



12E	
12D	
12C	
12B	
12A	
11C	
11B	
11A	
10C	
10B	
10A	
9C	
9B	
9A	
8C	
8B	
8A	
7C	
7B	
7A	

**THROUGH ROAD - KEEP CLEAR AT ALL TIMES**

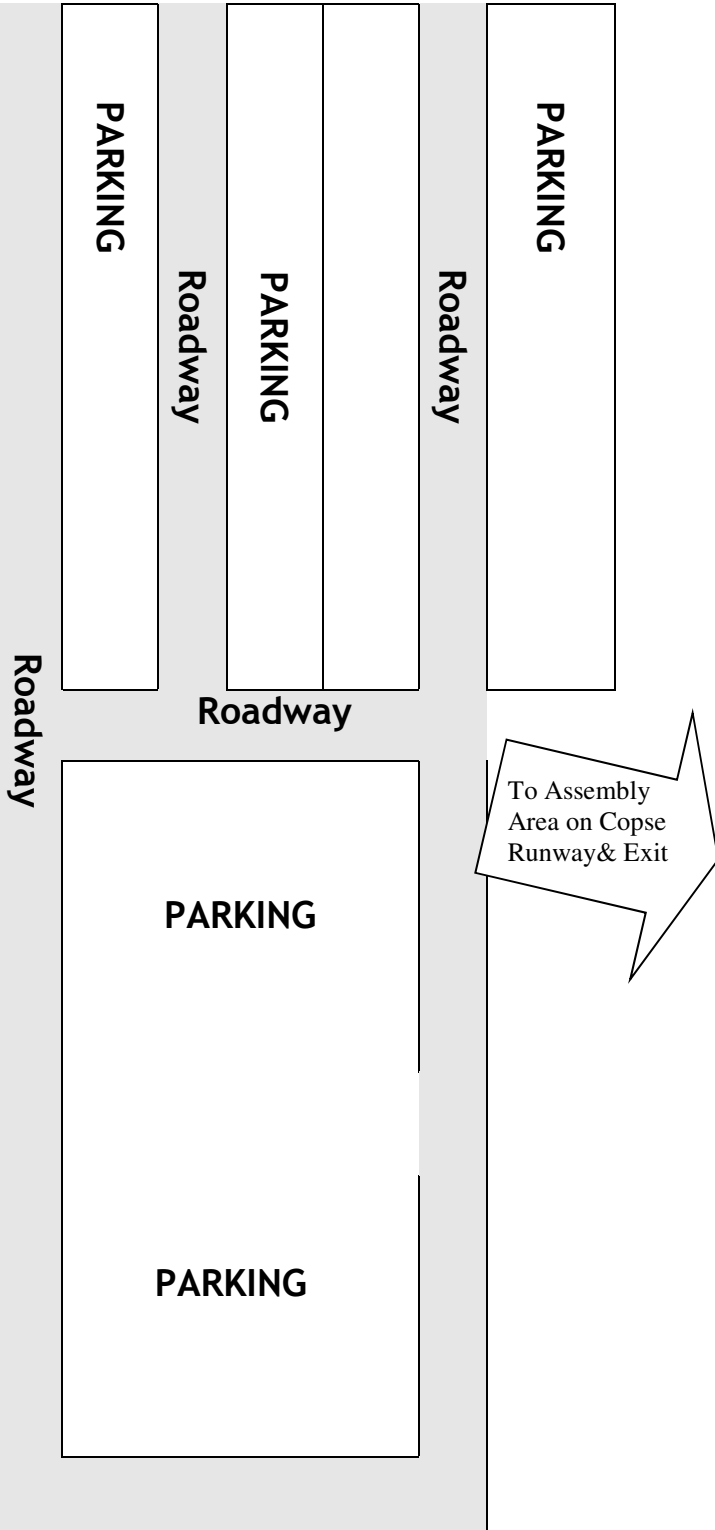
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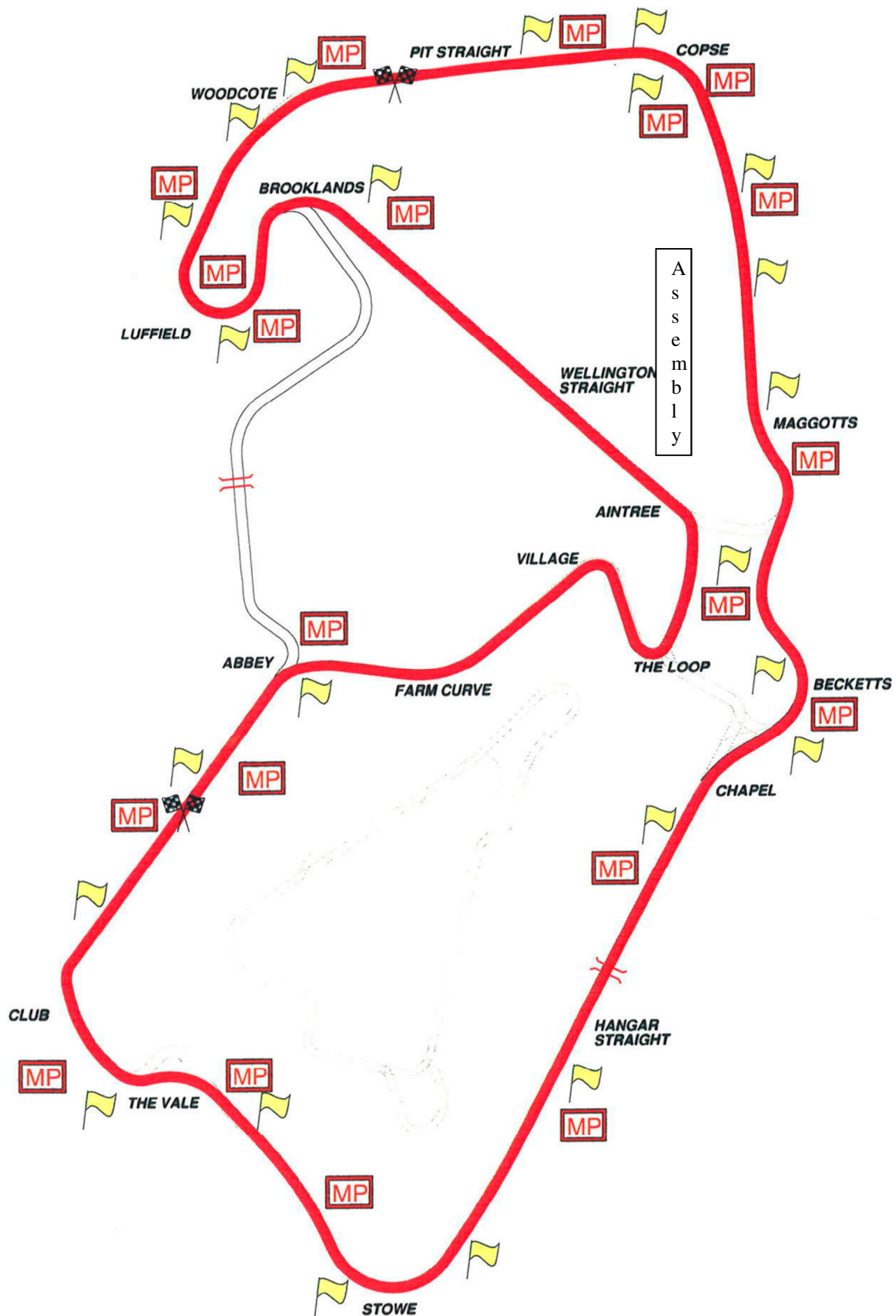
POLLEY-SPORT	
6C	
6B	
6A	
5C	
5B	
5A	
4C	
4B	
4A	
3C	
3B	
3A	
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0	

Race  
Control

Pit Garage &  
Paddock Parking Plan





**CIRCUIT TESTING;** Silverstone Circuit are offering testing on the Grand Prix Circuit on Friday 24<sup>th</sup> October. Bookings can be made via their website - [www.silverstone.co.uk/track/general-testing/](http://www.silverstone.co.uk/track/general-testing/) and select Book Now.