

Supplementary Regulations (SRs)

1 Title & Jurisdiction

The **British Racing & Sports Car Club (BRSCC)** will organise the **2011 Ma5da MX-5 12Hour** at Snetterton on the 300 Circuit (2.99 miles) on the 11th/12th November 2011 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 BRSCC 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 BRSCC 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	Mike Dixon	
Club Stewards	Fergie Whatling	Eric Davey
Senior Clerk of the Course	Tony Weatherley	
Permanent Clerk of the Course	Glynn Lee (Ma5da)	
Secretary of the Meeting	Linda Stearn	
Chief Scrutineer	Chris Baker	
Chief Medical Officer	Prof Clive Loveday	
Chief Time Keeper	Richard Evans	
Chief Marshal	Peter Rodwell	

3 Competitor Eligibility

All teams who wish to operate under a Team Name must have a valid Entrants Licence.

Eligible Competitors: Drivers and Entrant Drivers must be in possession of a valid MSA Competition (Racing) National B or equivalent for all Classes or above licence and be a member of BRSCC. Competitors 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]. The event is inscribed on 'national events authorized foreign participation' (NEAFP). Non European Drivers must have a valid International Licence and Medical plus permission from their countries ASN to race in the UK.

4 Eligible Vehicles

All vehicles must comply with:

- Technical Regulations for the 2011 Ma5da MX-5 Championship and any championship bulletins issued by the permit holding club, or

- (b) Technical Regulations for the 2011 Ma5da MX-5 Cup Championship and any championship bulletins issued by the permit holding club, or
- (c) Technical Regulations issued for MX-150R as in Appendix 1, or
- (d) Invitation class catering for vehicles outside of the above technical regulations, noting that entry to this class is at the discretion of the organisers

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)

Each team will receive a pad of driver change reports to record team driver changes for both practice and the race.

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 radio licences and camera installations (such cameras may not be fitted without prior consent from the circuit). 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 qualifying session on Friday 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 Relay Race, the object being to complete as many laps as possible using only the car(s) (Maximum of 2 cars and 6 drivers per Team) and drivers entered in the team. Cars may go out any number of times and in any order.

9 Entries

Entries open from the publication of these Supplementary Regulations.

Closing date: 9th November 2011. The organizers may at their discretion accept entry applications later than the closing date.

Entry Fees: as per the entry form. Once an entry form has been submitted, no refund will be given.

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 BRSCC has 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 **45**. The number of Teams permitted to qualify is **45**.

Each driver must complete a minimum of 3 laps practice in daylight qualifying in order to qualify for selection and order of precedence as set out in MSA Regulations. The Clerk of the Course and or Stewards of the meeting shall have the right to exclude any driver whose practice times or racing are considered unsatisfactory as per MSA Regulations.

It is a mandatory requirement that each competitor completes 3 laps in Night Qualifying. Any competitor not taking part in the Night Qualifying session will not be permitted to take part in the race. **Grid positions will be determined from the times set during mandatory daylight qualifying.**

A driver may drive a maximum of two different cars during the event, provided that he is properly entered and qualified in each car.

A driver may not drive for more than 3 hours in any five hour period. This applies irrespective of the number of cars a driver drives during the event. Driving time is defined as the time from when the driver leaves his allocated pit garage to when he returns to it. It does not include any time the car is stationary at it's allocated pit garage. Should a car require recovery from the circuit, the driving time will be deemed to have ended when Race Control request the Breakdown Crew to recover the car,

unless the car subsequently returns to its allocated Pit Garage under its own power.

Failure to comply will result in the team dropping lap times as follows: exceeding maximum permitted driving time by up to 5 minutes – 1 lap, between 6 and 10 minutes – 2 laps etc.

In the case of a driver driving two different cars, the penalty will be applied to the car he is driving at the time he exceeds his driving time.

The driver may also be subject to exclusion.

For all sessions (qualifying and 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. A minimum of 10 x 3 minute pitstops must be completed during the race. No refuelling may take place until 30 minutes after the start of the race and 30 minutes before the end of the scheduled race. In the event that the race is stopped before completing the full time duration, the minimum number of pitstops will be reduced pro rata (rounded down to nearest whole number). Any Team who has not completed the correct number of pitstops will be given a 5 minute penalty per missed pitstop or should the race have finished a three lap penalty per missed pitstop.

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 Regulation [Q Appendix 2 (excluding para 1.7)]

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 Infractions**). 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. All Teams will be issued with 3 Tabards (Team Manager plus 2 x Team personnel) at Signing On and must be worn during all sessions.

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 Signalling

Flag signals will be substituted by signalling lights and reflective boards for the period of darkness.

18 Fuel Storage and Refuelling

The maximum amount of fuel which can be stored in the pit garage per competing car is 40 litres and must be stored in Tuff Jugs (Appendix 2) 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 in the following locations:

- At the venue fuel station provided that the fuel has been purchased there
- At the designated area in the Paddock displayed on the Paddock Plan. The Team shall ensure that throughout the filling of the Tuff Jugs, 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.

All refuelling must be done by means of a Tuff Jug. No exceptions. All refuelling must be done in the Pitlane in accordance with MSA Regulations [Q 13].

- The driver must be out of the car and the engine must be stopped
- The car must be earthed whilst they are being refuelled
- No work may be carried out on the car whilst refuelling is taking place

- 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
- The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready
- 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.
- It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.

19 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.

20 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 class 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.

Event classifications will be as follows:

- (a) Overall classification based on the total number of laps completed by any team (Invitation cars are not eligible for overall classification)
- (b) Classification based on the total number of laps completed by a team in which all cars complying with Technical Regulations for the 2011 Ma5da MX-5 Championship and any championship bulletins issued by the permit holding club
- (c) Classification based on the total number of laps completed by a team in which all cars complying with Technical Regulations for the 2011 Ma5da MX-5 Cup Championship and any championship bulletins issued by the permit holding club
- (c) Classification based on the total number of laps completed by a team in which all cars complying with Technical Regulations for the MX-150R
- (d) Classification based on the total number of laps completed by a team in the invitation class

21 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.

22 Infringements

	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 infringements		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 infringements at the event. Repetition of infringements 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).

23 Awards

All presentations will take place in Tyrrells Restaurant. Trophies left uncollected will not be forwarded on.

24 Vehicle Decals/Numbers

Vehicle decals may be supplied by Ma5da Racing 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 Ma5da Racing will be excluded.

Competition numbers must be displayed in accordance with MSA Regulation [J 4]. It is the competitor's responsibility to ensure that numbers are clearly visible during practice and race.

25 Filming

As the event may be filmed, then MSA Regulation [H 28] will apply. In accepting the use of on-board and/or trackside camera, the driver/Entrant acknowledges the risk to those persons involved in the use of these cameras. Furthermore, in consideration of the granting of said facilities to the driver/Entrant, the driver/Entrant agrees to save harmless and keep indemnified the organisers of the events for which these passes are valid, BRSCC, circuit owner, and their respective officials, servants, representatives, agents and drivers from and against all actions, claims, costs, expenses and demands howsoever arising in respect of death, injury, loss, or damage to the person or property of any person including but not limited to the employees, contractors and agents of BRSCC. Further the driver/Entrant warrants that all his employees, contractors and agents are aged over 18 years, are aware of the risks inherent in motorsport and are not suffering from any infirmity or physical disability likely to affect their mobility.

The driver/Entrant declares to the best of belief that all his employees, contractors and agents possess the standard of competence required to install and operate on-board and / or trackside cameras at motorsport events, having regard to the course, vehicle and the speeds that will be reached.

The driver/Entrant declares that any material filmed is for personal or internal, use only and is not for broadcast on any public transmission media anywhere in the world (including but not limited to internet, terrestrial, cable or satellite), and agrees to pay the circuit owner the sum of £25,000 if any material should appear on such media.

26 Lighting

All cars must have numbers and must be illuminated during the hours of darkness. Illuminating back panels for the side numbers of the cars are highly recommended. Numbers not sufficiently illuminated to the Clerk of the Course's satisfaction will not be classified by the Timekeepers.

Vehicles must be equipped with operating front headlights and rear position lights which must be switched on during the hours of darkness. The operating system of the retractable headlights, as well as its energy source, may be modified. Freedom is granted with regard to the frontal glass, the reflector and the bulbs.

The mounting of additional headlights is authorised provided that the total number of headlights fitted to the car does not exceed 8 (parking lights and side lights not included) and provided that the total is an even one.

27 Fuel

It is highly recommended that Teams use the fuel on sale at the Venue Fuel Station.

All classes - as defined in MSA Regulations [Section B, Nomenclature & Definitions - Pump Fuel].