

Supplementary Regulations

1. Title & Jurisdiction

The British Automobile Racing Club (BARC) will organise the 2016 Race of Remembrance Production Car 1000km Endurance Race at Anglesey on the International Circuit (2.10 miles) on the 11th-13th November 2016 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 organisers 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 BARC 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

Officials will be advised in the Final Instruction

3. Competitor Eligibility

All Drivers/Entrant Drivers must be in possession of

- a valid MSA Competition (Racing) National (B) or above licence, or
- be a professional driver, in possession of a valid Licence (featuring an E.U. flag) and medical, issued by the ASN of a member country of the European Union or a comparable country designated as such by the FIA [MSA Regulation H26.2.1 applies], or
- as the event is sanctioned by the MSA for Foreign Participation, non professional drivers from foreign ASNs. We will require, with a completed entry form, a letter from your ASN authorising your participation in this event in accordance with Article 18 of the International Sporting Code

Entrants must be in possession of a valid Entrants Licence. All teams who wish to operate under a Team Name must have a valid Entrants Licence. If an appropriate Entrants Licence is not presented at Administration Checks the first named driver will be the nominated Entrant.

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	1600	The class is based on UK club championship eligible cars with the BARC Max5 Mk1 / BRSCC Mk1 MX-5 / 750MC 5 Club MX5 Cup as the reference point. Cars must be championship compliant, or equivalent for other types of car with engines up to and including 1600cc
Class B	2000	The class is based on UK club championship eligible cars with the BARC Max5 Mk3 / BRSCC SuperCup as the reference point. Cars must be championship compliant, or equivalent for other types of car with engines up to and including 2000cc.
Class C	Caterham	The class is for Caterham entries based on UK club championship eligible cars. The Caterham Academy / Roadsport / Tracksport Championships are the reference point
Class D	Lotus Elise	The class is based on Lotus Elise Trophy or similar production car as the reference point.
Class E	Invitation	Cars are eligible for entry in this class by invitation only

See also Appendix 1 for additional technical requirements.

The organisers reserve the right to create additional classes should they receive sufficient entries of a similar type of vehicle to warrant another class. Alternatively the organisers reserve the right to delete/amalgamate a class should sufficient entries not be received.

Whilst eligible cars will need to comply with the Technical Regulations, vehicles will also need to comply with a minimum reference lap time. The organisers will prescribe a "minimum reference lap time" for each class and any vehicle which is faster than the designated minimum reference lap time may be re-assigned to the most suitable class. The organisers will publish the "minimum reference lap time" for each class. However, the organisers reserve the right to amend these minimum lap times for weather conditions or other factors at the

event.

Indicative minimum lap times per class are as follows:

	Dry	Wet
Class A	1:54.50	2:00.50
Class B	1:50.60	1:56.60
Class C	1:50.80	1:56.80
Class D	1:48.50	1:54.50
Class E	1:45.90	1:51.90

In cases where a vehicle is quicker than the “minimum reference lap time” for their designated class the following penalties will apply

- During practice or day/night qualifying At the discretion of the Clerk of the Course
- During the race Time penalty of 30 seconds for each offence

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. Administration Checks/Signing On

Signing On will take place in Race Administration (Ground Floor of Race Control Building) at the times stated in the Event Timetable or Final Instructions. The following documents must be presented at Sign On:

- Competition Licence
- Entrants Licence
- 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 qualifying 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, the object being to complete as many laps as possible using only the car(s) (maximum of 4 cars per Team which must be in the same class) and drivers entered in the Team. Cars may go out any number of times and in any order. A Team using only one car for the whole event will be eligible for the “Heroes Trophy”.

The Race will start on Saturday the 12th November at 16:00hrs and run for a duration of 3 Hours at which time the race will be suspended with all vehicles being held overnight under Parc Fermé conditions (any team breaching Parc Fermé conditions will receive a 5 lap penalty). The race will resume at 09:00hrs on Sunday 13th November and run until the leading car has completed 1000km distance (Should the 1000km distance not be achieved by 16:00hrs, the chequered flag will be shown to the leading competitor at the end of the following lap). The race will be suspended for a Remembrance Service at approximately 11:00hrs on Sunday. Details of this will be communicated in the Final Instructions and by Event Bulletins.

9. Entries

Entries open from the publication of these Supplementary Regulations and will close on 31st October 2016. The organisers may at their discretion accept entry applications later than the closing date.

Entry Fees: £2000 per team.

The number of Teams permitted to race is 45. The number of Teams permitted to qualify is 54. In the event that the race is oversubscribed, the organisers reserve the right to accept reserves up to a maximum of 20% of that permitted to start the race. Reserves shall be determined in the order that the full entry fee is received (those competitors who agree to pay the entry fee by instalments shall be treated for the purposes of reserves as if their full payment has been received on the date of the first instalment has been received provided that all subsequent instalments are paid by the agreed due date).

If a competitor enters a race and subsequently cancels they will have the entry fee paid refunded less £500 provided their place is taken by a reserve who has paid a full entry fee. A nominated reserve who qualifies and does not participate in the race will get a refund of the entry fee paid less £500. All other refunds will only be at the discretion of the organisers.

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 BARC or Mission Motorsport 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. Each driver must complete a minimum of 3 laps in Qualifying. There will be 4 x separate qualifying Sessions, the first session will be for the 1st driver in each team named on the entry form, the second session will be for the 2nd driver named on the entry form etc. A driver is not permitted to participate in more than one practice session without written permission from the Clerk of the Course, unless they are entered in more than one team. Should there be more than 4 drivers entered in the Team, it is the responsibility of the Team to ensure that the additional competitors entered share the qualifying session with another competitor. The Team must inform the Clerk of the Course which session is being shared with the additional driver(s).

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 it's allocated Pit Garage under it's 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.

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 Section Q, Appendix 2 of the MSA General Regulations. The Safety Car will join the circuit from the pit lane exit and will exit the circuit via the pit lane entrance.

16. Pits/Pitstops/Pitlane Safety

The time in the Pit for ALL pitstops will be a minimum of 4 minutes from pit lane entrance line to pit exit line. Each Team must complete a minimum of 6 pitstops during the race. All pitstops (for whatever) reason must be reported using the Pit Report Form (issued by the organisers), signed by the Team Manager and immediately handed into Race Administration. Any pitstops not so reported may result in a penalty being issued at the discretion of the Clerk of the Course.

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 40 litres and must be stored in AAOil Tuff Jugs 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 designated areas 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.

No refuelling may take place until 30 minutes after the start of the race and 30 minutes before the end of the scheduled race.

For teams competing in relay format refuelling in the pit lane is not permitted. For those competing with a single vehicle, 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].

- (i) The driver must be out of the car and the engine must be stopped
- (ii) The car must be earthed whilst they are being refuelled
- (iii) No work may be carried out on the car whilst refuelling is taking place
- (iv) 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.
- (v) The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.
- (vi) 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.
- (vii) It is not permitted to use circuit fire extinguishers for refuelling cover purposes. Teams must supply their own extinguishers.

18. Repairs & Maintenance

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 distance (296 laps).

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 Fermé 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. 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 & 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).

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.

Awards will be made as follows:

Class A, B, C & D: 1st in class - a trophy; 2nd and 3rd in class - a trophy subject to a minimum of 5 starters in that class.

Class E: 1st in class a trophy

Heroes Trophy – to the highest placed Team in Class A, B C or D using only one car for the whole event

23. Vehicle Decals/Race Numbers/Lighting

Decals may be supplied by BARC and Mission Motorsport 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 organisers will be excluded. Competition numbers must be displayed in accordance with MSA Regulation [J 4] and be adequately illuminated in accordance with MSA Regulation [E 12.2.11] during the hours of darkness. Where teams are using more than one car in relay format, each car must display the same race number.

Competitors are reminded that all competing vehicles must have front and rear lighting, brake lights and direction indicator light in working order – MSA Regulation [E 12.2.10]

Appendix 1: Technical Regulations

This Event is for Production Saloon, Sports and GT Cars and closed wheel Kit and "Seven" style cars. In order to be defined as a production vehicle, the car must have been available for sale in the EU, and been subject to a minimum production run of 500 units.

Classes

Only cars under 2 litres are permitted in the event and then within their appropriate in Classes A to D. Cars over 2 litres plus Turbocharged, Supercharged and Diesel fuelled vehicles are not permitted, the exception is within the Invitational Class where all cars are admitted at the organiser's discretion if they are deemed to be within the "Spirit of the Event." No vehicles regardless of class may run slick or full race wet tyres.

General

All cars must comply with the requirements of sections J and Q19 of the current MSA Yearbook. All vehicles must be of sound construction and mechanical condition and be well maintained. Cars must comply with the relevant sections of MSA Regulations K. Roll cages must be as per MSA blue book section K1. Driver and passenger door bars are mandatory.

Bodywork

Classes A to D: The original silhouette is to be retained from all angles. Non-original equipment, including aftermarket wings, spoilers, dive planes and splitters are not permitted.

Engine

Classes A, B & D: The original engine type must be retained; alternative engines from the same manufacturer are not permitted. The original inlet manifold must be retained.

Cars originally fitted with carburettors must still use them; cars originally fitted with fuel injection may not be converted to carburettors. Aftermarket engine management systems and aftermarket remaps of original ECU's are permitted.

Class C: Motorbike engines are not permitted.

Transmission

Classes A to D: Sequential gearboxes are not permitted

Tyres

All Classes: Cars are to run List 1A List 1B tyres, there will be no exceptions.

Fuel

Only pump fuel as defined in MSA General Regulations Nomenclature and Definitions (see Pump Fuel)] may be used. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. A minimum of 3 litres of fuel must remain in the fuel tank at the end of qualifying or race