



These Supplementary Regulations are to be read in conjunction with the Caterham Motorsport Sporting and Technical Regulations relevant to each class, and all cars must comply with these to be eligible expect where identified herein.

The following relate to this one-off non-Championship Race. The event will be held on Saturday 23rd August on the Snetterton 200 circuit. The event will be a 2-hour endurance race for one or two drivers, competing in a single car. These regulations will be in effect for the entirety of the race day.

Specific Team and Driver Regulations

1. Team

- 1.1. Entries may consist of either a single driver, or two drivers sharing a single car. Teams may consist of multiple entries, but an individual entry not associated with any other car running is considered a Team in its own right.
- 1.2. Teams must nominate a Team Manager. The Team Manager may be a Driver, in which case a Deputy-Manager will also need to be nominated in the event the Team Manager is driving.
- 1.3. Each Team must use a Car Controller for the Pit Lane release. Organisers will supply Yellow & Orange identification jackets for these people. The Car Controller person can change throughout the race but must wear the jacket.
- 1.4. It is not required the Team name or driver name(s) to be shown on the car. Similarly, as a non-championship race, the requirement for championship decals is relaxed. However, Teams are reminded that the correct race number for the car must be displayed.

2. Handicap

- 2.1. A dynamic handicap will be applied to each class in the form of a total minimum Pit Stop time, see 4.4.
- 2.2. The handicap will be notified after qualification, but before the race start.

3. Awards & Scoring

- 3.1. Trophies to be provided for overall 1st, 2nd and 3rd placed cars.
- 3.2. Trophies to be provided for 'Hero Class' 1st, 2nd and 3rd placed cars (those drivers completing the race solo)
- 3.3. Trophies to be provided for each first placed car of Roadsport, Seven 270R and Seven 310R specification.
- 3.4. A £1000 prize will be awarded to the overall winner's nominated charity.
- 3.5. Two prizes of £250 each will be awarded to the nominated charity of the first placed cars in the specifications other than that of the overall winner.
- 3.6. There will be no Championship points awarded.
- 3.7. Driver penalties will not impact championship scores and there will be no Behaviour Warning Points applied from this event.
- 3.8. All starters will be classified in the results of the race.

4. Pit Stops & Drivers

- 4.1. There is no time restriction on how long a driver in a two-driver car may drive.
- 4.2. A minimum number of three pit stops must be completed.
- 4.3. The minimum total pit stop time (the combination of all pit stop times) will be defined and notified at the event, based on data gathered during testing and practice.
- 4.4. The Pit Stop time includes the time taken from control line at the pit entrance to the control line at the pit exit.
- 4.5. It is permitted to change driver and/or refuel during the Pit Stop. In either case, as the driver must exit and re-enter the car; to ensure sufficient time for safe securing of the drive, a minimum Pit Stop time of four-minutes will apply.
- 4.6. A pit lane drive through that is not a penalty can count as a Pit Stop, abiding to pit lane speed and exit lights.
- 4.7. A Pit Stop cannot be combined with any penalties, such as Drive Through or Stop/Go



5. Pit Lane / Wall

- 5.1. The Pit Lane shall be divided into two lanes. The lane closest to the pit wall will be referred to as the “Outer” or “Fast Lane” and the lane closest to the pit garages will be referred to as the “Working Area”.
 - 5.1.1. A pit allocation will be provided by the Organisers, the rear Fire lane must remain unobstructed at all times during the event.
 - 5.1.2. The only area in the Pit Lane where any work can be carried out on a car is the Working Area.
 - 5.1.3. Cars may enter or remain in the Fast Lane only with the Driver sitting in the car behind the steering wheel in their normal position with their belts fully fastened, and under its own power
 - 5.1.4. It is forbidden to paint lines on any part of the Pit Lane.
 - 5.1.5. No equipment may be left in the Fast Lane.
 - 5.1.6. No umbrellas or unsecured structures are permitted on the pit wall at any time.
- 5.2. The use of reverse gear is not permitted at any time in the pit lane, cars may only be pushed backwards.
- 5.3. When stopped in the Pit Lane a car must be angle-parked for all Official sessions (front of the car toward the pit garages at an angle of approximately 45 degrees). A car may not be worked on unless stopped in this manner.
- 5.4. Cars shall only be permitted to stop outside the pit garage allocated to the car, unless serving a penalty in the Stop/Go Box. Stopping or parking a car, even temporarily, outside of the zone assigned to that car is not permitted at any time. Notwithstanding this, should any driver overshoot their assigned zone in the Pits and stop beyond it, the car may only regain access to its own zone by being pushed, providing that it is safe to do so.
- 5.5. When moving from the Working Area to the Fast Lane the car must be under the guidance of a Car Controller. The Car Controller must position themselves in view of the driver. They must check that the Pit Lane is clear such that the car can be released without impeding any other vehicle. When the Car Controller is satisfied that the car can be released. The car must be pushed backwards by personnel other than the Car Controller so that they can remain focused on the safe release of the car into the Pit Lane.
- 5.6. Competitors are reminded that NCR 12.10.3.6 states *“it is recommended that all personnel wear a high visibility jacket/vest approved by the organisers.”*
- 5.7. The pit lane speed limit of 40kph (unless otherwise stated in the Final Instructions or by event bulletin) must be observed at all times during the event. Speeds will be monitored during the event by fixed or hand-held radar guns. It is the driver’s sole responsibility to ensure that they do not exceed the pit lane speed limit. There is a Fixed Penalty for this offence listed in the Appendix

6. Grid, Start and in Race

- 6.1. The grid will be decided by qualifying in accordance with NCR 12.6.3.
 - 6.1.1. For two driver cars, the qualifying time will be the fastest achieved by either driver.
 - 6.1.2. For two driver cars, both drivers must complete three laps (unless they have competed on the Snetterton 200 configuration in the past two years)
- 6.2. The Start will be via a ROLLING Start in accordance with NCR 12.4.3.2
- 6.3. A 1 Minute signal will be given, followed by 30 Second Board and Green Flag for the commencement of the Rolling Start process. The Safety Car will act as the Lead Car. All cars will follow the lead car on the formation lap, ensuring that as they exit Turn 8 (Murrays), they are in the appropriate grid position; ie, the correct side of the track and alongside the car sharing their row on the grid. The Lead Car will pull into the pitlane and all drivers will keep station until the red lights on the gantry are extinguished, indicating the immediate start of the race.

7. Red Flag

- 7.1. If a RED FLAG is required during a session, the procedure will be as laid down in 2.6 of the Championship Regulations, which is common to all classes.



7.2. It will not be permitted to change drivers during the course of a stoppage unless specifically authorised by the Clerk of Course.

7.3. Cars will not be permitted to enter the pit lane unless directed by an official to do so.

7.4. Cars in the Pits may not re-join the grid.

8. Refuelling

8.1. Refuelling is permitted strictly in accordance with the below regulations.

8.2. All refuelling must be carried out in accordance with NCR 12.11.2

8.3. Cars may only be refuelled using a churn of no more than 25 litres capacity, equipped with a self-seal connection and closed loop breathing system.

8.4. The driver must be out of the car and the engine must be stopped.

8.5. No work may be carried out on the car whilst refuelling is taking place.

8.6. The Team shall ensure that throughout refuelling one person shall stand by the car with a fire extinguisher at the ready.

8.7. All personnel refuelling the vehicle or on standby with a fire extinguisher during a pitstop must wear a safety suit in accordance with NCR 9.3.4 and fire resistant balaclava and gloves in accordance with FIA Regulations, and goggles must be worn over the eyes or a full face helmet with visor in the down position which must be demonstrably protective to the eyes of the wearer against the ingress of fuel. [A driver in race gear is a suitably equipped person to perform one of these tasks. This may include the driver of the car.]

8.8. No fuel may be stored in the area directly behind the garages or in the pitlane

8.9. The penalty for fuel spillage reported by the marshals is a drive through.

8.10. Alternatively, cars may be refuelled at the onsite pump

9. Onsite Fuel pump

9.1.1. The fuel pump will be operated by MSV.

10. Scales and Weighing

10.1. The weighing scales for the event will be the Circuit scales set up in the Scrutineering Bay.

10.2. For single-driver cars, the minimum weight will be as per Championship Regulations.

10.3. For two-driver cars, the minimum weight will be as per Championship Regulations but will be calculated from the average weight when weighed with each of the two drivers.

11. Communications

11.1. It is not permitted for any team to have any kind of radio, electronic, electrical system or cell phone communication with the driver whilst the driver is in the car during Warm-up or Race.

12. Tyres

12.1. Roadsport cars are required to use the Toyo R888R championship control tyre.

12.2. Seven 270R and Seven 310R class cars may use either the Toyo R888R championship control tyre, or an Avon ZZS 185/55R13 tyre supplied by HP Tyres.

12.3. Toyo R888R tyres do not need to be supplied by the championship nominated tyre provider.

12.4. Only one set of wheels and tyres may be used for the race. Specifically, it is not permitted to change wheels/tyres during the race; except in the event of a puncture, where a single wheel change will be permitted. (For clarity, a different set may be used for qualifying).

12.5. There is no tyre registration requirement.

13. Penalties

- 13.1. The stop / go penalty box is located beneath race control.
- 13.2. No two penalties can be served at the same time, a driver must re-join the track and complete 1 FULL lap past the start line then come in to serve the next Penalty. For clarity, one out lap, one full lap, one in lap.

On Track Offences:

OFFENCE	DATUM PENALTY
False Start	Drive Through (at Clerk's discretion)
Overtaking a competitor under yellow flag	Drive Through
Overtaking a competitor under Safety Car	Drive Through
Causing avoidable Contact	10s Stop/Go (or more at discretion of CofC)
Not respecting Track Limits	Drive Through
More than 3 Laps under Black and Orange Flag	Car to be cleared by scrutineer, released from Pit Lane then return for a 30s Stop/Go.
More than 3 laps under Black Flag	Stop in the pitlane and reports to the Clerk
Mechanical assistance on track and continues	3 Lap Penalty
Mechanical assistance - tow back to pitlane	3 Lap Penalty

Pit Lane Offences:

OFFENCE	DATUM PENALTY
Excess Speed in Pitlane	Stop/Go + 1 Seconds for each KPH over limit
Reversing under power in Pit Lane	Drive Through
Not completing the minimum number of pit stops	10 Lap Penalty for each missed stop
Incorrect Refuelling (Not in designated Areas)	10 Lap Penalty for each occurrence
Breach of Refuelling Safety Regulations	3 min Stop/Go Penalty
Fuel spillage reported by marshals	Drive through
Unsafe release from Pit box	10s Stop/Go (or more at discretion of CofC)
Exiting Pit Lane under Red Light on exit	10s Stop/Go (or more at discretion of CofC)