Current Regulation

(Q)15.1. Officials’ Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

e) Yellow flag – Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
(f) Yellow flag – Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented by flashing yellow light(s), as an added warning).

(Q)15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:
(a) A STATIONARY Yellow at the post before a WAVED Yellow.
(b) A waved Yellow flag at the post immediately preceding the incident. NB: In very serious cases, this flag may be supplemented by an additional waved yellow flag at a preceding post. (The waved yellow flag may also be supplemented by flashing yellow warning lights).
(c) A stationary Green flag at the post immediately after the incident.
(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a stationary yellow flag, followed by a stationary green flag, or by a Hazard Area board.

Proposed Changes

(Q)15.1. Officials’ Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

(e) Yellow flag – Stationary Waved: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.
(f) Yellow flag – Double Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented by flashing yellow light(s), as an added warning).

(Q)15.1.1. At an incident where the track is obstructed, or marshals are working at the trackside, the following signals will be used:
(a) A STATIONARY WAVED Yellow at the post before a DOUBLE WAVED Yellow. (The waved yellow flag may also be supplemented by flashing yellow warning lights).
(b) A double waved Yellow flag at the post immediately preceding the incident. NB: In very serious cases, this flag may be supplemented by an additional waved yellow flag at a preceding post. (The waved yellow flags may also be supplemented by flashing yellow warning lights).
(c) A stationary waved Green flag at the post immediately after the incident.
(d) If the incident is well off the track and marshals are not working at the trackside, the incident may be indicated by a stationary single waved yellow flag, followed by a stationary waved green flag, or by a Hazard Area board.

Reason: The FIA no longer use stationary flag which are not always visible to the driver.

Implementation: 1st January 2014
**25.1.13.** Exceptionally, in Hill Climbs and Sprints, such permission may be given after the conclusion of practice, but before the start of competitive runs or in the case of Circuit Racing, after qualifying but before the start of the Race.

**6.2.** Endurance Race. A Race scheduled to have a minimum of 90 minutes duration, with mandatory refuelling and/or Driver stops and/or Driver changes, as an integral part of the race.

6.2.1. Endurance Races should be started by Rolling Start, unless otherwise stated in SR’s.

6.2.2. There is no restriction on the maximum number of drivers for each vehicle.

6.2.2.1. *A driver may not drive for more than 3 hours in any 5-hour period.

6.2.2.2. For races over 6 hours any one driver must not exceed 60% of the scheduled race.

6.2.3. A driver may drive a maximum of 2 cars during the event provided that he is properly entered and qualified in each car.

6.2.4. Whilst in the pit lane:

6.2.4.1. *(i) there must be a maximum pit lane speed limit of 80kph

(ii) It is recommended that all personnel wear a high visibility jacket/vest approved by the organisers

(iii) *there must be no more than 3 people on the pit wall, per car

(iv) *there must be no more than 4 people working on the car at any one time

(v) all equipment and personnel must be in the pit garage when the relevant car is not making a pit stop, with the exception of pit signallers

(vi) no work may take place on the car during refuelling (vii) it is the responsibility of the Entrant to release his car after a pit stop only when it is safe to do so.

Cars in the fast lane have priority over those leaving the working area.

6.2.5. Two Endurance Races, of the same status, may run concurrently but only from a single start up to the maximum number permitted by the Track Licence.

**6.2.5.** Two Endurance Races. A second race, of the same status, may run concurrently but only from a single start up to the maximum number permitted by the Track Licence.
6.2.5.1. The chequered flag will be shown at the end of the specified duration for each race. Upon issue of the chequered flag for the first race the Safety Car will be deployed, the remaining drivers will continue under the control of the Safety Car until its withdrawal.

6.2.5.2. There must be a minimum of 30 minutes between the end of each race.

6.2.5.3. Those drivers who have taken the chequered flag must continue at competitive speed before leaving the circuit by the pit road, ensuring that they do not impede those cars which are continuing to race for the longer period.

6.2.5.4. No vehicle is eligible to compete in both races, however a driver may do so.

(Q)6.2.5.1. The chequered flag will be shown at the end of the specified duration for each race. Upon issue of the chequered flag for the first race the Safety Car will be deployed, the remaining drivers will continue under the control of the Safety Car until its withdrawal. At the end of the specified duration of the shorter race all competitors will be signalled, by the display of a white board measuring at least 80cm x 60cm with a chequered border and bearing the legend ‘Race Part One End’. Upon display of this signal the shorter race competitors must safely enter the pit lane within 3 laps, ensuring that they do not impede those cars which are continuing to race for the longer period. The timing of cars in the shorter race will conclude at the display of the board.

(Q)6.2.5.2. There must be a minimum of 30 minutes between the end of each race.

(Q)6.2.5.3. Those drivers who have taken the chequered flag must continue at competitive speed before leaving the circuit by the pit road, ensuring that they do not impede those cars which are continuing to race for the longer period.

6.2.5.4. No vehicle is eligible to compete in both races, however a driver may do so.

(Q)6.2.5.5. A drivers briefing for all competitors is mandatory and the board to be used (as specified in 6.2.5.1) must be shown to all competitors during the briefing.

Reason: The Endurance regulations are new 2013 and having been in use the above changes have been requested by race organisers to further enhance the regulations in addition to allowing for a non-endurance race to run concurrently.

Implementation: 1st January 2014