

Pit Lane and Refuelling Regulations: Classic Endurance and Modern Endurance Qualifying and Race Sessions

1. Motorsport UK Permit Nos. 207566 (Interclub) - Endurance / 207567 (Interclub) - Car Race
2. This meeting will be held under the National Competition Rules of Motorsport UK Edition 3 (incorporating the provisions of the International Sporting Code of the FIA) and the event Supplementary Regulations. **These CSCC Endurance regulations are in addition to the meeting Supplementary Regulations and Final Instructions. Please read them!** These regulations should be read in conjunction with any further instructions or bulletins issued by the organisers.
3. **PIT LANE:**

The endurance races will not use the 'normal' pit entry, instead, the pit entry will make use of the Melbourne Loop. There will be a timing line mid-way down the Melbourne Loop which will form the pit-in. The pit-out will be the usual pit-out timing line at the end of the pit-lane.

If you are pitting, you **MUST** use your mirrors, signal (via clear hand signal or left indicator), move to the left of the track and exit the circuit at the Melbourne Loop, gradually reducing speed, firstly to 60kph (37.3mph) as you cross the pit-in timing line, and then down to a maximum of 30kph (18.64 mph) as you turn left off the Melbourne Loop, towards the paddock. You will travel through the Paddock via a Paddock Lane, created with crowd safety barriers, ultimately joining the usual Pit-Lane between the Race Control building and the Medical Center. When you re-join the usual pit-lane, the speed limit will increase back to 60kph (37.3mph) and will be marked with a 60kph board. The 'normal' pit entry will be closed during the endurance races, with the exception of mechanical breakdowns and retirements, responding to a black and orange flag, a red flag during qualifying and any circuit vehicle. Any pit stop made using the 'normal' pit entry outside of these reasons is liable to a penalty.

Competitors must have the means to calculate when they are travelling at both 30kph and 60kph. There is no overtaking another moving car anywhere between the two pit timing lines, unless it is clear they have a mechanical issue, are clearly coming to a stop, or are carrying out their pit-stop in the pit-lane.

Hi-Vis regulations apply, as per our standing regulations: [838e83_7d1b0639a2414bbbeb1eb552d8272aa32.pdf](https://www.doningtonpark.com/838e83_7d1b0639a2414bbbeb1eb552d8272aa32.pdf)
4. **PIT STOPS:**

The Endurance races will have a minimum of two mandatory pit-stops, each with a minimum timed stop of six minutes from pit-in to pit-out (see above for pit-in and pit-out locations). The mandatory stops cannot be made within 15 minutes of each other, in order to prevent both stops being made within one potential Safety Car period.

Refuelling is mandatory during at least one of these six minute stops, any driver change will take place after refuelling and in the pit lane only.

The pit window opens at 10 minutes and closes at 1 hour 50 minutes. Competitors may pit at any time, but to remain penalty-free, at least two stops must be started within the pit window.

Additional pit stops are permitted over and above the mandatory 2 x 6 minutes, however refuelling may only take place during 6 minute stops. Any additional, non-refuelling stop in order to carry out a driver change, must be a minimum of 2 minutes, timed from pit-in-to-pit out, using the Melbourne Loop entry.

Driver changes must not take place at the fuel station or whilst refuelling in the pit-lane. If stopping without refuelling, a single driver may remain in the car, with belts fastened and with the engine running, provided that they remain in the car for the stop. If a driver leaves the car, for example, in a 2 or 3 driver team, they must:

 1. Stop the car.
 2. Switch off the engine.
 3. Unfasten belts (do not touch belts or open door until stationary). A penalty may be incurred if you do.
 4. First driver alights from stationary car, only then can 2nd/3rd driver enter car.
 5. Engine may be restarted only when driver is seated.
 6. Fasten harness, ensuring belts are over FHR (where relevant).
 7. Having completed the elapsed stationary time, cars should be safely released, under full control with no excessive wheel spin.

You, the driver, are responsible for timing yourself, so invest in an easy to reach, simple, countdown timer. There is no margin of tolerance for a short stop, don't be tempted to press your stop watch early (think about it). Give yourself an extra couple of seconds for error. We don't want you to pick up a penalty.

5. REFUELLING:

Whilst we do not specify the amount of fuel that needs to be added during the stop(s) we would ask you to think of your safety and the cars handling characteristics when carrying a large volume of petrol. Each litre of fuel weighs around 0.74kg.

Competitors have two options with final details in the final instructions:

OPTION 1: PETROL PUMPS

Refuelling at one of the four circuit petrol pumps. These will be filled with 97 RON super unleaded fuel. Drivers will exit the vehicle with the engine off, pumping fuel themselves, in full race clothing. Help from officials will be provided to assist drivers with belts. The fuel station area is closed to pit crew. Competitors wishing to do this will need to pre-pay £200 to the CSCC. A record of how many litres used at the pumps, during qualifying and the race only will be made by an official, with any difference being refunded after the meeting once final calculations have been confirmed after the event. Having refuelled, and with belts on, competitors must safely give way and merge into the lane travelling through the paddock and into the pit lane. Competitors may park behind another competitor in the pit lane, until they are ready to leave and cross the exit line after a minimum of 6 minutes has elapsed. No driver changes are permitted at the fuel station, driver changes must take place in the pit-lane.

OPTION 2: PIT LANE

Refuelling in the pit-lane using purpose made containers, such as those from VP, or professional refuelling kit (no open containers or funnels). You will drive past the petrol pumps, taking care to watch for any cars leaving from drivers right. Please find a clear area of pit lane, this may not be outside of your garage, do not pull in front of another car as they will be leaving before you.

NCR Ch. 12 App. 11 Art. 2 (CSCC additional text in italics)

2. Refuelling

- 2.1. Refuelling of **Vehicles** other than by a **Driver** or **Officials** may only be carried out at the pits or in the paddock. *Exemption granted by Motorsport UK to also refuel at the petrol station but by the driver only. No team personnel will be permitted at the petrol station.*
- 2.2. Unless expressly permitted by the **Official Documents** refuelling may not take place during a **Practice** session **Qualifying** session or **Race**. *The CSCC states that refuelling is permitted during the endurance qualifying and race sessions.*
- 2.3. The **Driver** shall vacate the **Vehicle** and the engine be stopped throughout any refuelling operation.
- 2.4. Refuelling within the pit lane may only be carried out using either a churn of no more than 25 litres capacity equipped with a self-seal connection and closed loop breathing system or a refuelling rig in compliance with **FIA** requirements. *Containers permitted are as listed above. With a 6 minute stop there is no need to rush, take care not to slosh fuel onto hot brake discs.*
- 2.5. The **Entrant** shall ensure that throughout refuelling one person shall stand by the **Vehicle** with an armed fire extinguisher. *You must supply your own handheld fire extinguisher. Please discuss and plan where to stand, not in the live lane, nor so close that you could potentially be caught in a fire.*
- 2.6. All personnel refuelling the **Vehicle** or on standby with a fire extinguisher during a pit stop must wear a safety suit in accordance with **Ch.9 Art.3-4** and flame-resistant balaclava and gloves complying with **FIA** regulations. *For the avoidance of doubt this means that Proban or 'welders' suits are not sufficient, those refuelling and standing by with an extinguisher must be dressed in an FIA suit, gloves and balaclava as a minimum. The person refuelling should also consider eye-protection. Suitably dressed drivers may re-fuel the car themselves, or stand by with the extinguisher.*
- 2.7. Not more than five gallons of fuel may be kept in any pit unless the **Official Documents** allow otherwise. *Please ensure that additional fuel is kept securely and safely outside of the garages, ideally in the shade.*
- 2.8. In all cases where an additional quantity of fuel is authorised ([see Art.2.7 above](#)) the container and the method of delivery to the **Vehicle** must be specified in the **Official Documents**. *The CSCC are not permitting more than 25 litres to be kept in any pit garage.*
- 2.9. Storage of fuel is only permitted in containers having a screw or other approved safety cap and complying with the Law and local Fire **Regulations**.
- 2.10. If any fuel is stored in a pit the **Entrant** of the **Vehicle** using that pit shall ensure that an effective fire extinguisher is kept adjacent to such fuel. *Each team that have opted to re-fuel in the pits must have a handheld extinguisher in the garage, this can be the same one you will have present during the re-fuelling pit stop.*

6. PENALTIES:

Track limits penalties will be re-set after 60 minutes of the race.

Pit stop/refuelling penalties, in addition to CSCC Series Penalties.

Each endurance race penalty, issued by the Motorsport UK Clerks, should be considered a starting point; consideration will be given to any aggravating or mitigating factors. It may be appropriate to either increase or decrease these penalties, such as if an unfair advantage has been gained. It is highly likely that a CSCC Series time penalty will be converted and increased to a drive-through, stop-go or lap penalty. The Clerks may issue any combination of time penalty, 1 or more lap penalty, stop-go or drive-through, in addition to NCR Ch.2 App. 2 Art.1

A drive-through, stop-go or black flag must be served using the full pit-lane via the Melbourne Loop.

A driver disqualification or exclusion in the case of a 2 or 3 driver team, will result in the loss of that drivers laps only, with no award for the team. The purpose of these penalties is to help enforce safety and sporting fairness.

A. Incorrect refuelling procedure or equipment = 1 lap

B. Using the 'normal' pit lane entry for reasons other than permitted = 1 lap and not counting as one of the mandatory stops.

C. Mechanical repair made anywhere except the pit lane or pit garage (you must not enter the paddock) = 1 lap and not counting as one of the mandatory stops.

D. Not refuelling during at least one of the six minute pit stops or not completing a 2nd stop = 6 laps

E. Incorrect/pitting outside pit window = 1 lap

F. Not completing any pit stops = Disqualification

G. Short stop = amount of time short stopped plus 30 secs (every minute will be converted into a lap)

H. Overtaking a moving car within the pit lane = 2 laps

I. Speeding within the 30 kph zone = 1 lap

Red flag during qualifying = enter pit lane using the normal, National pit entry. Red flag during a race, please stop before the grid, or as directed by an official.

All endurance cars, safety kit and refuelling equipment will be scrutineered in the garages, as per the timetable.

7. PADDOCK PARKING AND MANUEVERING:

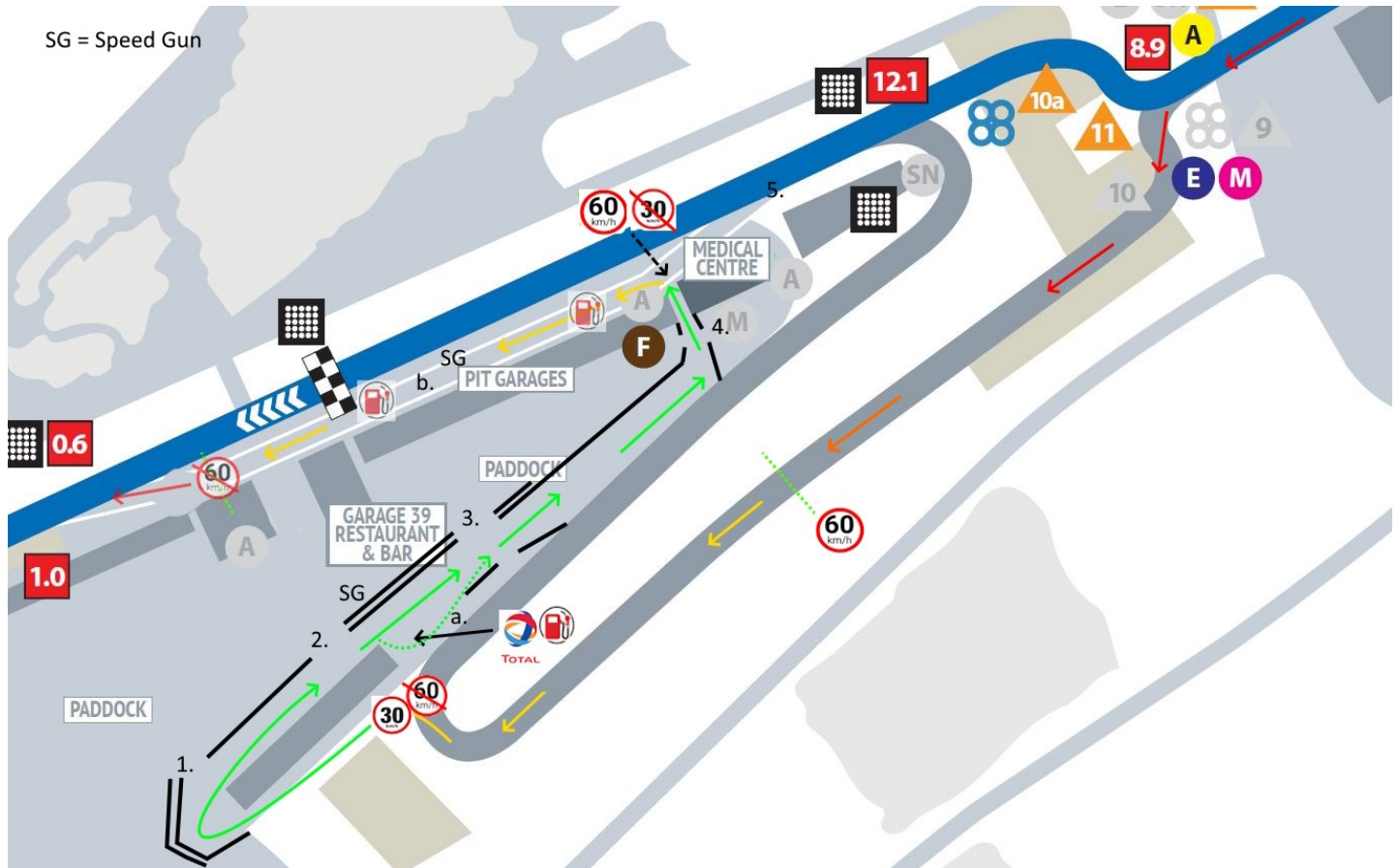
Please see separate paddock plan and garage plan on the event page.

You may enter the paddock from 19:00 on Saturday 20th. There is a race meeting taking place on this day, so we need to allow enough time for the previous competitors to leave and for the CSCC to set up the paddock lane.

No parking within a cars length/4 meters of the crowd barriers lining the paddock pit lane.

Officials to park in paddock 2 please.

8. PIT LANE MAP:



The following crossing points in the crowd barriers are marked on the map above:

1. Cars will enter the loop for gridding up/assembly.
 2. Vehicle crossing point, staffed by a Marshal.
 3. Spectator crossing point, staffed by a Marshal.
 4. Vehicle crossing point, staffed by a Marshal. To allow vehicle and personnel access to and from the medical centre. No public access to this area unless requiring medical assistance.
 5. 'Normal' pit lane entry. The 'normal' pit entry will be closed during the endurance races, with the exception of mechanical break-downs and retirements, responding to a black and orange flag, a red flag during qualifying and any circuit vehicle. Any pit stop made using the 'normal' pit entry outside of these reasons is liable to a penalty.
- A. Fuel Station