

ENDURANCE CHAMPIONSHIP OF SENEGAL

REGULATION 2012-2013

1.1. Any point which would not be developed in these regulations refers to the FIA International Sporting Code, to the « asphalt » circuits standard regulations or in the particular regulations of each event.

All participating parties (ASA, circuit operator and competitor) commit themselves to apply and respect these rules.

The rules are published in French & English. If there is any doubt about their interpretation, only the French text will be considered as the official authentic text.

1.2. Calendar

It will be held as following:

- 3-4 November 2012 : Les 1000 km de Dakar
- 1-2 December 2012 : Les 200 Tours de Dakar
- 2-3 February 2013: Les 6H de Sindia
- 9-10 March 2013 : Les 12H de Dakar

The operator can modify this calendar.

1.3.1 Race length

- The 1000kms : around 6H (2 sets of 3H)-coefficient 1
- The 200 tours : around 6H (2 sets of 3H)-coefficient 1
- 6H00 : 2 sets of 3H -coefficient 1
- Les 12H de Dakar : **2 races of 6H – 2 X coefficient 1**

1.3.2 Mandatory Pit Stops and Driver Change

Two (2) mandatory pit stops during the 3 hours race are compulsory.

During each mandatory pit stops, the car must stay at his stand during one (1) minute, engine off.

. It will be possible hereby:

- to change drivers or not
- the team can work on the car.

If the driver should fail to do the 2 pit stops, then he would be penalised.

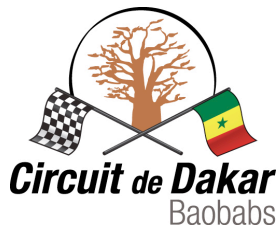
2.1. Licences

The Endurance Championship is open to any pilot who has a valid licence (national or international) given by his ASN.

2.2. Registration to a race of the Championship

Any competitor wishing to enter the Endurance Championship will have to send the entry form to the organizer, at least 10 days before the date of the event.

To fulfil his registration, the pilot has to make the payment of the entry of the race. The operator will take into account the entries of the competitors according to the availabilities.



2.3. Entry to the entire Endurance Championship of Senegal

2.3.1. Any competitor wishing to participate to the whole season will have to send the entry form to the delegate operator. The also has to make the payment of the entry of the Championship.

The operator will take into account the entries of the competitors according to availability

2.3.2. In case of non-participation of one competitor to one or several races, no refund will be consented.

2.3.3. A competitor entered who cannot participate to one or several events, will have to send to the operator a non participation letter, before the entry closing date.

2.4. Teams

Each team may be composed by a minimum of **2 drivers and a maximum of 4 drivers.**

3.1. Eligible cars

3.1.2. The Championship is open to following classes and groups :

Classes of cylinder :

- Class A : up to 1600 cm³
- Class B : from 1601 to 2000 cm³
- Class C : from 2001 to 3500 cm³
- Class D : from 3501 to 4500 cm³ (min 980kg for non FIA)
- Class E : more than 4500 cm³ (min 1080kg for non FIA)

Groups of cylinder :

- Group A : serial tourism
- Group B : serial grand tourism
- Group N : production cars
- Group F : free formula and silhouette

The Sport Prototypes of less than 2000cc (Norma, Radical,etc,...) will be accepted but they will be in a separated challenge and ranking so called "Challenge Endurance Proto"

Cars using a turbo will be affected by a coefficient: 1,7 for fuel and 1,5 for diesel.

3.2. Fuel

3.2.1. Fuel tank

Type of fuel tanks accepted: original fuel tank or fuel tank approved by the FIA

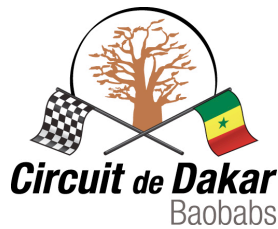
(Appendix J – paragraph 14).

Fuel tank capacity : GT/Tourism: maximum 100 liters.

If the car has a bigger fuel tank, the team manager will have to present himself to the race comity before the qualifying practice.

3.2.2. Refuelling

- The presence of fuel in the stands, as from the start of the qualifying rounds, is strictly forbidden for obvious reasons of safety
Refuelling must be carried out in a specially set aside area engine stopped. The refuelling system will be provided by the operator as 6 "classics petrol station-pistols" (6 pistols). No other refuelling system will be permitted.
- Each fuel fill must not exceed a **maximum of 100 liters.**



- There shall be a marshal at the petrol station to monitor proper application of the refuelling rules.
One mechanic per team shall carry out refuelling. This person shall wear fireproof equipment and hand gloves. It is forbidden to hold and use walky-talkies and mobile phones in the refuelling area.
- It is forbidden to work on the car in the fuel area.
- In case of non-compliance with these rules, the Race Director may apply a penalty.
- The competitors must use the fuel supplied by the supplier chosen by the operator who shall invoice them for the fuel provided.
- No additive is authorised.
- Entry to the refuelling station shall be mainly through the pit lane.
- To go back to the track, you must go by the exit of the fuel station.
- In case of breakdown in the refuelling area, the car will be pushed out to the paddock.
- Fuel type: Unleaded 98 minimum in accordance to article 252-9, appendix J 2009.
- Fuel costs deposit: each competitor must submit to the fuel supplier chosen by the operator, a deposit by cheque for fuel, for each car entered, as defined in the particular regulations of each event.

3.3. Tyres

Heating covers or any other system to heat up tyres are forbidden.
Valve caps are compulsory.

3.4. Equipments

3.4.1. Transponder

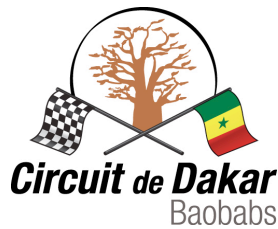
Every car has to fit a transponder defined by the operator for this season.
Losing or damaging the transponder will be charged 250 euros.

3.4.2. Lights

- Additional headlight is NOT allowed. The series lights must have the original configuration.
If the original headlights have 4 headlamp inserts, only 2 headlamp inserts can be switched on at the same time.
- Blinkers, back lights and cat's-eyes are compulsory.
- Identification lights of cars by their garage: this light must not flash, not be rotating, because it is strictly kept for the official intervention cars.
- At least one windscreen working wiper must work.

3.4.3. Specificities

- **Free exhaust system are not allowed if the noise is abnormally high.**
- If a car goes out of the track or has broken down on the circuit during the event, the cars can be towed up under safety car procedure to the pits so that he can continue the race after repairing and technical scrutineers control.
- In case of breakdown or problem in the pit lane, requiring moving backwards, the driver will have to stop his engine and can be pushed to his garage by his mechanics. All engine reverse or driving on reverse in the pit lane could lead to exclusion.
- In case of breakdown on the track, the driver only can repair with tools carried in the car.
- It is allowed to start cars by pushing them from every point of the circuit during the event, but always under race officials control.
- At each pit stop, car engine must be stopped.
- Only the organizer can assign a pit garage and location in the competitors places.
- No pilot will be allowed to drive more than 2 hours and 10 minutes per stint.
- During the race and between driver changes, the driver must have a minimum rest time of 45 minutes.



- The pit stop's length for a long intervention (if it is official), could be deducted for the aforesaid driver.
- The garage shutters must be open during the whole race. In the other case, it would mean the official abandonment of the race.
- It is forbidden to change driver during the refuelling.
- During the interventions in front of the pit garage, are only authorized to intervene: (2) mechanics for the repairing, maintaining and changing wheels and the (1) team manager.
Total: maximum 3 persons can "touch" the car.
- The pilot getting out of the car can help his co-driver to fasten and settle into the car.
- Mechanics working on the car are not numbered when the car is inside the pit garage.

If these rules are broken, the punishment could go till the exclusion.

3.5. Race numbers

The operator will give each driver a race number, available all year long. Numbers used include the mandatory advertising.

4.1. Compulsory Advertisement

Cars participating to the Endurance Championship will have to be identified as defined by the identification plan decided by the operator.

Drivers can stick other advertisements.

In no case the identification of the cars decided by the promoter can be modified.

Any advertising in competition with one among Endurance Championship sponsors is forbidden.

5.1. Stands area

Maximum speed in the pit-lane is limited to 50 km/h.

Any non-regulatory use of the pit lane area (access, speed, pedestrians, stopping, exiting, etc) shall be subject to penalties and even exclusion.

The decisions shall be taken by the Track Officials Committee based on the report from the Race Director.

6.1. Practices

6.1.1. Qualifying practices

One session of 40 to 60 minutes, depending on the race length.

The qualifying session classification will determine the starting grid of the race.

6.2. Briefing

Refer to Asphalt Circuits Standard Regulations.

6.3. Race

6.3.1. Length

Race length following the calendar in article 1.3.

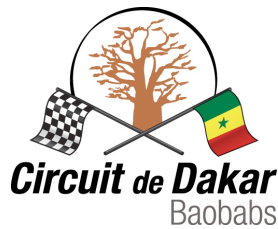
6.3.2. Starting procedure

Rolling start procedure will be used.

The starting grid will be stuck up 1 hour after the official practices.

The starting grid will be lined 2 x 2 in best times order, realised during qualifying session – pole position defined in the particular regulations of each event.

If two or several cars have the same time, priority will be given to the one that realised it first.



Start:

H-45mn Pit lane opens – Long horn.

H-10mn Pit lane and fuel area close – long horn – Meanwhile, all cars run on the circuit one or several laps through the pit lane to line up.

H-5mn Formation lap begins behind the pace car (green flag)

H Rolling start if green lights on. If flashing yellow lights with red lights, one more formation lap, under the leadership of the pole position car. If a car has problems, and can not start at H-5 or H-15, it will be pushed towards the pits, from where it will start after the last car, on green lights. Any car in the pit lane when start is given will start once authorized by lights at the exit of the pit lane are green.

6.3.2.1. Changing wheels are not authorized on the starting grid.

6.3.2.2. If one or several cars have to be taken away from the grid, intervals are not filled in.

6.3.3. Substitutes

- Abandonment is officially valid when the team manager informs the Race Direction.
- If a racing team has several cars, the drivers of the vehicle of a team which has abandoned automatically become the spare drivers for the other cars in the same team as from when the abandonment is official, within the limit of the maximum number of drivers authorised per car. The pilots will not marks points.

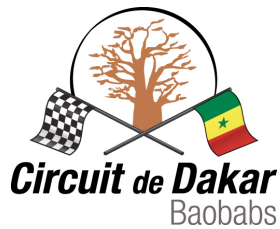
6.3.4. Arrival

The chequered flag will be shown to the leading car crossing the finish line at the end of the race.

6.3.5. Safety Car Procedure.

While the Safety procedure is started by the Race Director (SC panel + yellow flag), the Safety Car will place itself on the track just before the leader if possible.

The Race Director will explain in detail at each race briefing's the specific rules of the Safety Car procedure's.



7.1. Classification

To be classified, the car must have covered 70% of the distance of the first car on in his class, and the pilot must have done minimum 20 laps during the race.

2 categories: cylinder capacity less than 2L and more than 2L

At each race, classification per pilot and teams.

Points will be added (cumulative) to reward the:

- Senegal Endurance Champion – Pilot (> and < 2L)
- Senegal Endurance Champion – Team (> and < 2L)

7.2. Classification Points

There will be a scratch classification and a class/group classification for each race.

Scratch Classification:

1st	25
2nd	20
3rd	17
4th	15
5th	13
6th	11
7th	9
8th	8
9th	7
10th	6
11 th	5
12 th	4
13 th	3
14 th	2
15 th	1

Class/group classification if minimum 4 participants in this class:

GT / Tourism

1st	15
2nd	12
3rd	10
4th	8
5th	7
6th	6
7th	4
8th	3
9th	2
10th	1

If more than 4 participants in this class/group:

GT / Tourism

1 st	10
2nd	8
3rd	6

Overall ranking and class/group ranking points are drawn concurrently and will be audited.



Any driver on the drivers authorized to take part to the qualifying practices starting list, and who was timed, is considered as starting.

7.3 Final ranking

Each driver of a team **will score points for the 4 best scores of races of coefficient 1 he takes parts of.** Same for a team.

7.4 Prize-giving and trophies

The Prize-giving will be held on the podium, after the arrival of the race.