

FPR 1/24 Le Mans Enduro

Saturday 15th of March starts 5 pm

Race procedures

Driver requirements

Each team will consist of 4 drivers

Team Drivers are to nominate & complete an entry form before February 20th 2013-12-09

A \$5 fee is payable upon entry which is non refundable

A further \$5 is to be paid by each driver on the day of the event.

This is to purchase prizes and maintain the tracks and controllers for the event.

The race controller may reduce the requirement of drivers to three per team

If there are difficulties for teams to recruit four drivers for the race. The reduction in driver requirement will then be for all teams. Teams will then have a choice of running 3 or 4 drivers. There will be a decision on or soon after the 20th of February

A team may appoint a reserve driver. No fee will be required of the reserve driver until the driver is required to drive in the event.

Marshalling requirements

Corners will be allocated to each team to arrange for marshalling for the race.

That will be one each on the Lincoln Park and the FPR circuits

A Torch can be used for marshalling if required.

Heat Arrangement for both FPR & LP tracks

For the first round 4 teams start on the FPR circuit and the other four on the LP circuit for Daylight. Each team will run on each of the 4 lanes on each track.

The teams then swap over to the other track for a night session

When those 4 heats of round 2 are finished the teams go back to the track they started on for round 3 again as a night session.

There are another four heats on each lane then the teams again swap tracks for the fourth and final round in daylight.

Each team will race on each track for 2 races of four heats.

Each team will race on each lane twice on each track.

A scoring sheet is suggested & sometimes supplied to keep track of the race by each team.

Car Constructor

The car has to be presented to the scrutineer to be checked for compliance. This is best done prior to the day of the event to reduce the possibility of non-compliance. the car constructor and team manager Must ensure that the Plafit Fox 2 motor has not been opened to repair or tuned in anyway. If the motor has a fault it should be replaced – not repaired.

Team Manager

Is to assist all team members to be familiar with and abide by the rules of the event.

The team manager is to ensure that the corner allocated to the team is always manned during the race.

Also is to ensure that all team drivers do the minimum of two heats for the event.

If a reserve driver is called ensure the fee is paid before the event completion unless the race organizer grants no fee is required

