



## **DAKAR HISTORIC GRAND PRIX 2012**

### **REGULATIONS**

#### **1 – Organisers**

The s.a. REVE d'AFRIQUE will organise the first DAKAR HISTORIC GRAND PRIX (GRAND PRIX HISTORIQUE de DAKAR®) in 2012 in compliance with FSAM regulations and restricted to its members or FIA international adapted licence holders.

The delegation can be repeated every year.

#### **2 - Date**

The 'GRAND PRIX HISTORIQUE de DAKAR' will be held on 28,29 and 30 February 2012.

#### **3 – Competitors and Drivers**

Drivers have to be holders of a licence of a regional (RCC) level at least (or issued by an ASN homologated by the UE). If not so, they can ask the FSAM, before the vent, to supply them with a valid one-event licence.

#### **4 – Entering the event**

Any driver wishing to take part in the event has to send the entry form back before the closing date (printed on the form) along with an overdraft for the requested fee.

Entries are considered as official after the organiser's approval.

No entry will be reimbursed for cancellations after the closing date.

#### **5 – How to enter a car**

A car can take part in the 'GRAND PRIX HISTORIQUE de DAKAR' with prior agreement from the organiser only. In order to do so, you have to fill in a request for approval and send it back to [info@circuitdedakar.com](mailto:info@circuitdedakar.com)

Cars can only be admitted after official written confirmation. The request for approval form can be downloaded from <http://www.circuitdedakar.com>

#### **6 – Eligible cars**

Eligible cars have to fit into one of the following categories:

Eligible cars must have technical pass issued by the FIA or one of the UE's ASNs, or a FSAM official approval.

##### **6 - 1 Berline «XLprod Cup »**

Tourism ( T) and Competition Tourism (TC) , Grand Turismo (GT) and Competition Grand Tourism (GTS) as well as cars belonging to manufacturers cups such as defined by the FIA Appendix K.

**Eligible FIA periods: E,F,G,H,I,J.**

##### **6 - 2 Proto « Proto Cup »**

Race two-seaters, Grand Tourism Prototypes (GTP) as defined by the FIA in Appendix K.

Maximum capacity for prototypes: 2 litres **Eligible FIA periods : E,F,G,H,I and J.**



## 7 - Compliance

The competitor certifies his statements to be sincere. He has to inform about any modification brought to the car compared to his original declarations.

The competitor has to be able to prove that his car complies with the regulations of the category he has entered and has to produce the regulations related to his period.

By entering the event, the competitor acknowledges that his car and his personal equipment are fully complying with the present regulations and those of the FSAM and the FIA.

## 8 - Scrutineering

All sorts of check-ups can be carried out at any time on the organiser's request.

Should a car be declared non-complying, the competitor may incur penalties, the most serious one being failure to be allowed to take part in the race.

## 9 – Safety

Driver compulsory equipment:

The driver has to be wearing the safety equipment as per **standard FFSA circuit regulations**, used as a reference in the matter.

Cars:

All the cars entering the event have to be in good working condition and presentation.

Technical scrutineers are entitled to exclude a car presenting likely failures.

Cars have to comply with safety regulations as per FIA Appendix K.

## 10 – Technical details applicable to all the classes

Extinguishers: FSAM regulations (equivalent to FFSA)

Tyres: Vintage - historic racing tires (Dunlop, Avon,...). Slicks tires are not allowed for pre 1973.

Transponder : compulsory (supplied by the organiser)

All the items that have not been specified in the present set of regulations have to comply with the original regulations of the category in which the car has been classified.

## 11 – Grand Prix de Dakar - Format

The event is assimilated to a national event with foreign participation (ENPEA) and does not count for any championship.

The 'GRAND PRIX HISTORIQUE de DAKAR' will be held over 2 days, the day for signing-on and technical scrutineering being part of the meeting.



The Grand 'GRAND PRIX HISTORIQUE de DAKAR' is of the following format :

Optional Private Practice on Wednesday 20 November.

Race 60'(QP) + 120' R1 + 120' R2

Qualifying practice and Race 1 - Thursday 29 November

Warm-up and race 2 - Friday 30 November.

Minimum one (1) and maximum for (4) drivers per car.

**Mandatory Pit Stops and Driver Change**

Two (2) mandatory pit stops during the 120-minute race are compulsory. Mandatory pit stops are allowed at any time of the 120 minutes race in the pit lane. It will be possible hereby:

- to change drivers or
- the driver must stay in his car for 60 seconds

Any other stops beyond the given pit stop times will not be counted as mandatory pit stops.

If the driver should fail to do so, then he would be penalised by the Race Director.

At each pit stop, car engine must be stopped.

The organiser reserves the right to modify the race format.

## **12 – Organisation of the Event**

### **Race**

Length:

2 X 120 minutes.

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.

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.



Changing wheels are not authorized on the starting grid.

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

**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.

**Arrival:**

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

**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 the SC procedure in details at the pilot's briefing.

**Specificities**

- 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.
- Only the organizer can assign a pit garage and location in the competitors places.
- It is forbidden to change driver during the refuelling.
- During the interventions in front of the pit garage, are only authorized to intervene: 3 mechanics for the repairing, maintaining and changing wheels and the team manager(1).  
Total: maximum 3 persons car "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.

**Race numbers:**

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



#### 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. rounds. The refuelling system will be provided by the operator as 6 "classics petrol station-pistols" (6 pistols). No other refuelling system will be permitted.
- 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.
- 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.

#### 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.



### **13 – Classification**

There will be an overall classification.

The teams getting the best overall (“scratch”) and class classification will be called to the podium.

### **14 - Distribution of information**

As soon as entry procedures have started, all the documents will be sent over the Internet only.

Consequently, applicants have to make sure they have an e-mail address for entering.

It is under the competitors’ responsibility to check that their e-mail system is working properly.

### **15 – Committee**

The races are of the private club type. As a consequence, all the decisions, penalties, etc. will be made within the Club.

Should a dispute arise, the Organising Committee can be called in to make a decision about difficult cases.

Any dangerous behaviour on the track (zigzagging, hindering overtaking, etc.) will lead to the driver being called to the Organising Committee. An appropriate penalty – up to being excluded from the club – will then be given out.

The decisions of the Organising Committee are without appeal.

15.02.2012