

**WINTON 300
SPECIAL REGULATIONS
WINTON MOTOR RACEWAY
12 & 13 NOVEMBER, 2011**

**THESE REGULATIONS ARE TO BE READ IN CONJUNCTION WITH THE
VICTORIAN MOTOR RACING CHAMPIONSHIP – ROUND 3 SUPPLEMENTARY REGULATIONS**

THE RACE

The Winton 300 is a race for invited sedans (excluding V8 Supercars) for such vehicles such as Production Cars, Super TT, Sports Sedans, Production Sports, Improved Productions and Future Racers and will be run over 300 kilometres on the long circuit at Winton Motor Raceway. Each vehicle entering the Winton 300 will be driven by two (2) drivers.

PRACTICE

All drivers must practice and qualify in their nominated car. There will be two (2) x 30 minute Practice Sessions (One for each Driver). Each nominated driver must qualify in their respective group - i.e. Driver 1 on Entry Form - Group 1, Driver 2 on Entry Form - Group 2.

QUALIFYING and GRID POSITIONS

There will be two qualifying sessions of 30 minutes duration. The first session will be made up of the slowest 50% vehicles in practice and the second session will be made up of the fastest 50% vehicles in practice. Either driver may qualify in these sessions.

The fastest time of both drivers will determine the car's grid position for position 11 and onwards. The fastest 10 vehicles will participate in a 'top ten shootout for grid positions.

The field shall consist of the fastest 45 cars from qualifying (as above).

All vehicles will be stopped at Pit Exit during qualifying sessions, for the purpose of sighting the Helmet ID Sticker which will be allocated to the driver when completing documentation in the Paddock Office.

STARTING DRIVER NOMINATION

All drivers must nominate their starting driver for the Winton 300, by notifying the Race Secretary or the Paddock Office Supervisor, no later than one (1) hour after qualifying has finished on Saturday 12 November, 2011. Failure to nominate the starting driver will result in the vehicle commencing the Winton 300 at the rear of the grid.

ORDER OF START

Starting positions will be determined by the qualifying order for position 11 onwards, the first 10 places being determined on the result of the Top 10 Shootout.

START PROCEDURE

The starting procedure will be a rolling start.

A safety car with flashing lights will lead the competitors on the warm up lap(s). The safety car lights will be extinguished prior to the Start Line and will peel off at pit entry and the pole sitter will then control the pace to the start line. If the starter is satisfied that all cars are formed up correctly, he will indicate the start of the race by waving the green flag. All vehicles must remain in position until they reach the start line. No overtaking is permitted until your vehicle has crossed the start line.

SAFETY CAR

In the event of an accident or problem on the circuit the safety car maybe deployed. All flag points will display one motionless yellow light and the 'SC' board at each point. Overtaking is forbidden while the yellow lights and 'SC' boards are displayed.

Safety Car on Circuit: The Safety Car will enter the circuit in the area of Pit Lane entry. All the cars will line up in single file behind the Safety Car. If necessary and at the appropriate time, the observer in the Safety Car may signal for individual cars to overtake it. This will continue until the leader (or other relevant car) is behind the Safety Car. Those cars waved past will proceed at a reduced speed around the circuit until they reach the end of the line of cars behind the Safety Car.

When the Safety Car is instructed to exit the circuit, the flashing lights will be switched off at Turn 10 and it will enter the Pit Lane at the end of that lap.

Restart: As the leading car approaches the Start Line the signal to start racing will be given by the Starter using a waved green flag at which time all the yellow lights and 'SC' boards will be removed in rotation from the start line and replace the green lights at each flag point. Drivers are not permitted to overtake until they cross the Start Line.

Pit Exit Operation: Pit exit will remain open while the Safety Car is on the circuit. Each time the Safety Car approaches the pit exit, pit exit will be closed. It will re-open after the line of cars immediately following the Safety Car has passed the pit exit.

DRIVERS

Both Drivers 1 & 2 must be nominated on the official entry form and must qualify the vehicle during their allotted qualifying session on Saturday.

No driver may do more any 70% (70 laps) of total distance of race (100 laps)

A driver may only enter in on (1) car in the event. There will be no cross entries.

CLASSES

Classes for the Winton 300 will be determined by fastest qualifying lap time. There will be six divisions in total. If the fastest lap recorded during the Winton 300 is less than 99% of the qualifying fastest lap on more than three (3) occasions, there will be a penalty issued at the discretion of the Clerk of Course. With the approval of the Clerk of Course, a competitor may nominate a higher class, 30 minutes prior to the commencement of the race if the vehicle has any problems during qualifying.

Prior to the start of the event, the Clerk of Course reserves the right to re-allocate vehicles into Divisions based on previous lap times recorded.

COMPULSORY PIT STOP (CPS)

The minimum number of CPS for refuelling for all cars will be as scheduled as follows:

Division	Qualifying lap time	Number of CPS
Division 1:	under 1:35.0	2 stops
Division 2:	1:35.01 to 1.38	1 stop
Division 3:	1:38.01 to 1.41	1 stop
Division 4:	1:41.91 – 1.45	1 stop
Division 5	1:45.01 to 1.49	1 stop
Division 6:	1:49.1 and over	1 stop

On completion of Pit stop, the Pit Observer will log the time and work completed during CPS.

Failure to complete the CPS satisfactorily will result in a Penalty by the Clerk of Course.

Failure to attempt a CPS will result in an eight (8) lap penalty.

The window for compulsory pit stops will be open from Lap 12 onwards until Lap 88 of the race at which time the CPS will be closed. The "window" will be defined when the race leader crosses to start-line on lap 12.

If the safety car is deployed during the CPS "window" the "window" will not be extended and all laps under the safety car will be included in the number of laps raced.

The opening and closing of the CPS window will be indicated by use of a siren and a board displayed at the start finish line.

Pit stops and driver changes to the car other than CPS are permitted at any time. Other work can be done on the car at all stops.

DRIVER'S BRIEFING

The driver's briefing for the Winton 300 competitors will be held in the Drivers' Briefing room located in the Support Paddock Area at approximately **12.30pm Saturday**.

PIT LANE ALLOCATION AND BEHAVIOUR

Pit Lane/Garage allocation will be allocated in the order of receipt of entry.

There will be a 40kph speed limit in pit lane. Care must be taken at all times not to interfere with any other competitor or crew.

Any competitor entering or exiting pit lane at a speed in excess of 40kph or in an unsafe manner, may be penalized one (1) minute, or given a stop/go penalty or both.

Any vehicle reversing under power in pit lane will be penalized; however pushing a vehicle backwards when it is safe to do so is acceptable.

Smoking in pit lane is strictly prohibited.

Children under the age of 16 years will not be permitted in pit lane.

All personnel in pit lane must wear appropriate non-flammable clothing, which incorporates long sleeves, long trousers and shoes and socks.

Pit Lane will open 15 minutes prior to the start time of the event and close 5 minutes prior to the start of the event.

MAINTENANCE IN PIT LANE

A maximum number of four (4) crew members will be permitted to attend to a vehicle during pit stops. This does not include drivers assisting each other or drivers assistants when changing over drivers.

If repairs or adjustments are required underneath the car, jack stands must be in place after the vehicle is raised.

Jacking (lifting) equipment is limited to one (1) only manually operated hydraulic trolley jack. The removal and replacement of wheels must be done with either a manual wheel brace or a pneumatic air operated tool.

TYRES

Tyres are free. At no time during practice or racing may the tread, when measured at any point, be less than 1.5mm depth, save that this does not apply to the shoulder of the tyre where excessive wear may occur due to steering and cornering.

A full-threaded wheel nut must be used with a **minimum of 9 full turns** to engage the wheel on the hub.

Pit crew are also reminded that they must 'nip up' each wheel nut after tightening the wheel. This means they must go round each wheel nut one more time to ensure they are tight.

FUEL

Fuel used at this meeting must be as supplied by the organizers. BP Ultimate (98 Ron), AVGAS, JFP 100 and BP Unleaded will be sold from the circuit fuel pumps. Samples of the available fuel may be purchased from the Circuit during normal office hours.

Fuel tests will be conducted to ensure that fuel used is that supplied by the organizers. Competitors using fuel that does not comply will be excluded and charged with a breach of the regulations.

REFUELLING

- (a) All re-fuelling personnel must be attired in a minimum of flame proof clothing and Balaclavas must be worn and any resultant exposed areas (eg, eyes) must be covered to minimise risk of injury from flash fire burns (eg, by goggles/glasses). The wearing of a full-face helmet is recommended in addition to the above. The re-fuelling equipment must be as per the regular fuel system diagrams for re-fuelling as issued by the AASA for the Winton 300.
- (b) At all times re-fuelling of the vehicle must only be carried out in Pit lane.
- (c) The maximum number of persons permitted to assist in refuelling the car is three (3).
- (d) At all times during the refuelling of the car, one (1) of the three (3) persons must act as the fire attendant and must be ready and located less than one meter behind the person refuelling the vehicle with a working fire extinguisher (not less than 4.5kg). The fire attendant must not participate in any other activities other than the duties of a fire attendant during the entire activity.
- (e) Competitors must provide one (1) x up to date, tagged and fully functional dry powder fire extinguisher (of a minimum capacity of 4.5kg with 9kg fire extinguishers being strongly recommended) per car under their control.
- (f) Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- (g) At all times when filling or emptying refuelling devices in the pit lane garage all personnel must be fully attired in the apparel as prescribed in the re-fuelling sections of these regulations. Competitors must also ensure that a similarly attired attendant, with a 4.5kg fire extinguisher be present.
- (h) The car must be connected to the other grounding connection (earthed) for the duration of all refuelling operations.
- (i) Teams are permitted to Practice with their refuelling outside of Winton 300 session times provided that the all personal are properly attired.
- (j) The vehicle must be stationary at all times during re-fuelling.
- (k) It is compulsory to notify the designated re-fuelling officials of your intended re-fuelling no less than one (1) lap before attempting the stop.
- (l) It is compulsory for the re-fuelling component to take **5 minutes** from the time the car enters pit lane until the car exits Pit Lane control line. The re-fuelling must not be conducted whilst servicing takes place.

- (m) Cars must turn off their ignition before re-fuelling starts.
- (n) Turbo cars are permitted to leave their cars running but must have a second appropriately attired fire attendant stationed at the front of the car with a minimum capacity of 4.5kg (9kg fire extinguishers being strongly recommended). This attendant is additional to the three (3) re-fuelling personnel.
- (o) Where the fuel filler of the vehicle is located over a wheel, the wheel must be covered by a flame retardant material to prevent the spilling of fuel on hot brakes.
- (p) Competitors spilling fuel during refueling will be penalized and held in Pit Lane for an additional 5 minutes.
- (q) No servicing of the car may take place until re-fuelling has been completed in the pit bay located at the cars garage.
- (r) All re-fuelling equipment must be scrutineered before racing commences.
- (s) Once re-fuelling has been completed the number of people that can work on the car is free.

PIT CREW

All crew members must complete the Organiser's Indemnity form before entering Pit Lane. Failure to do so will result in the associated competing vehicle being excluded from the meeting.

PIT SIGNALING WALL

No more than three (3) persons per race vehicle may be at the signaling wall at any time and then only persons who have been nominated on the official entry form and completed the required indemnity form are permitted in Pit Lane (outside garages).

RECOVERY

If your vehicle stops on the track during a race or practice, retire to a safe place until the recovery crews arrive. Return then immediately to your vehicle to assist the recovery crews. If you are in a vehicle being towed you must have all your safety equipment on until you return to the pit lane. All vehicles must be fitted with a towing eyes front and rear which complies with Schedule C, Article 6, of the NCR's.

OFFICIALS

The officials are all here because they enjoy being involved in motorsport. They all have their specific responsibilities; please follow their instructions or directions so that everybody can have a safe and enjoyable weekend of motor racing.

PIT PASSES

Each Winton 300 entry will be entitled to two (2) tender vehicle and two (2) driver and eight (8) pit/paddock passes.

IN CAR CAMERAS

In-car video cameras will only be permitted if official permission is given by the Clerk of Course and the mounting of the camera is approved by the meeting scrutineers.