

**KEN LEIGH HQ 4 HOUR ENDURO  
SPECIAL REGULATIONS  
WINTON MOTOR RACEWAY  
3<sup>rd</sup> & 4<sup>th</sup> December, 2011**

**THESE REGULATIONS ARE TO BE READ IN CONJUNCTION WITH THE  
SUPPLEMENTARY REGULATIONS**

All competing vehicles must comply with the HQRA sporting regulations. Save for Fuel.

**THE RACE**

The HQ Endurance Classic race will be conducted in two parts each of 2 hours duration. The first part of the race will be held on Saturday 3<sup>rd</sup> December and the second part on Sunday 4<sup>th</sup> December, 2011. Each entry will consist of two drivers in the nominated vehicle.

The results will be determined by the relevant automobiles' recorded laps in each part of the race. With the winner being the lead car at the end of part 2.

**THE COMPETITOR**

It is a condition of entry that all competitors must be a current financial member of the HQRA

**PRACTICE**

There will be two (2) x 20 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**

Each group will have one (1) x 20 minute qualifying session. Each driver must qualify in each nominated session – Driver 1 – Group 1: Driver 2 – Group 2.

The aggregate of the fastest time of both drivers will determine the car's grid position for the HQ Endurance Classic Race. If a driver fails to gain a time then the slowest overall qualifying time will be used in calculation for that vehicle's position.

The field shall consist of the fastest 46 cars from qualifying (as above).

The first 40 vehicles in qualifying will automatically qualify for both the race and the use of a garage. The remainder may then run off for the last 6 places in a re-charge 8 lap race which includes a driver change.

If a competitor in one of the garages fails to qualify in the top 40, they must vacate that garage and relocate to the marquees at the end of the garages, at least 1 hour before the start of the 4 hour.

**START PROCEDURE**

The starting procedure will be as follows:

Each part of the HQ Endurance Classic 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.

**PART TWO RACE RE-START (SUNDAY ONLY)**

At the end of the 2 hours on Saturday the safety car will be deployed to bunch up the field which will then proceed in this order to the finish line. There must be no overtaking behind the Safety Car as per normal Safety Car regulations.

To commence part two of the race on the Sunday, cars will be lined up in single file formation as per the on track order when cars crossed the control line at the end of part one on Saturday. Cars will proceed in single file behind the pace car in this order maintaining their position until start of the second part of the race as signaled on the control 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 flag and the 'SC' board at each point. Overtaking is forbidden while the yellow flags and 'SC' boards are displayed.

**Safety Car on Circuit:** All the cars will line up 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. The Safety Car will enter the circuit in the area of Pit Lane entry

When the Safety Car is instructed to exit the circuit, the flashing lights will be switched off 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 flags and 'SC' boards will be removed in rotation from the start line and replace the green flags 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.

A driver change is compulsory during each part of the HQ Endurance Classic with no driver exceeding 1¼ hours (75 minutes) of race duration in the car during each part. There will be only one driver change allowed in each part.

## **COMPULSORY PIT STOP**

In each part of the race there will be three (3) compulsory pit stops one for each driver which will be monitored by Pit Lane officials. The first compulsory pit stop will be for a wheel change (Driver 1) of at least one wheel and at the second compulsory pit stop each team must change driver. The third pit stop will be to change of one wheel (Driver 2). If a team does not wish to fit other wheels during the stop the wheel on the car may be removed and placed flat on the ground, hands free, picked up and refitted to the vehicle. The maximum number of crew permitted for the wheel change operation is two persons. The Team Manager **must** advise the appropriate Pit Lane Marshal prior to the compulsory stops being conducted so that Marshals may monitor the pit stop procedure for compliance with these regulations. Non-compliance with these regulations may result in a 'stop-go' penalty.

Jacking (lifting) equipment is limited to one (1) only manually operated hydraulic jack. The removal and replacement of wheels must be done using a standard, non-modified manual cross type wheel brace. Air tools, air jacking equipment and quick lift devices will not be permitted.

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

Refueling is not permitted during either part of the race.

If a Meatball flag is displayed the affected vehicle may use that stop as one of there compulsory stops but the stop must be completed, cars back on the ground and drivers belts on, door shut, before any other work can commence. If other work is commenced on the car before the compulsory stop is completed then this stop will not be counted as one of the compulsory pit stops.

## **DRIVER'S BRIEFING**

The driver's briefing for the HQ Endurance Classic will be held in the Drivers' Briefing room located in the Race Control building next to the Garages in the Paddock Area at approximately **1.00pm 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.

Only four (4) crew members per competing vehicle will be permitted in pit lane at any one time while the race is in progress.

Pit Lane will open 15 minutes prior to the start time of each part of the event on both Saturday and Sunday and close 5 minutes prior to the start of each part of the event.

Driver change and or wheel change may not take place until the Pit window opens at the 20 minute duration from the commencement of each part of the event and closes 20 minutes prior to the end of the 2 hours of each part 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 when changing over.

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

## **MAJOR COMPONENTS**

Any change to major components over night, (Engine Block, Cylinder Head, Gearbox, Diff Centre) will incur a lap penalty.

These penalties will be:

*	for a change of engine, cylinder head or components thereof:	3 laps
*	for a change of gearbox:	2 laps
*	for a change of diff:	1 lap

Or such other time penalties as the organizer may deem appropriate.

Lap penalties will be deducted from the competitors race laps.

The seal numbers of these components will be recorded and checked by HQRA personnel.

The garages will close approximately 90 minutes after the finish of Saturday's segment and re-open at around 7.30am on the Sunday. No work shall be permitted outside these hours.

## **TYRES**

All tyres used must be Kumho 769 Powermax, size 225/65x14. All tyres must be factory marked KMQ47 (supplied buffed) or KMQ4K (supplied un-buffed). A maximum limit of 6 (six) tyres is permitted and will be marked by the HQRA.

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.

## **WHEELS**

When changing wheels, a standard 4 way wheel brace (cross brace), Dekech Part No. TAA13B or similar must be used in the procedure. Any wheel brace modifications and/or speed braces of any sort are prohibited.

Competitors are reminded that only original rotors and wheel studs are permitted to be used.

Modification of wheels is also specifically banned.

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) will be sold from the circuit fuel pumps. Samples of the available fuel may be purchased from the Circuit during normal office hours.

The storage of more than five litres, for top up purposes, of fuel in a container in the garages or paddock area is prohibited and any competitor found to be storing amounts of fuel on-site will be penalized and excluded from the meeting and may be fined up to \$100 by the Stewards.

**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.

The fuel depot attendant will keep a register of fuel put into each vehicle. Those vehicles found not to have filled with the appropriate amounts of fuel over the weekend, will be excluded from the event and may be charged by the stewards of the meeting.

For safety reasons, competing cars may have one (1) catch tank of no greater capacity than one (1) litre fitted to the fuel tank breather and must not hold fuel when car is stationary.

## **REFUELLING**

Any refueling of vehicles during either part of the race will result in the offending competitor being excluded from the event and be charged with a breach of these regulations and will also be fined by the Stewards of the meeting.

## **SEAT BELTS**

Competitors attention is drawn to the AASA rule which states that only "3 inch" belts may be used.

Only 1 set of belts maybe fitted to each car. The practice of using one set of seatbelts per driver is prohibited

## **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 SIGNALLING WALL**

No more than two (2) 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).

## **GARAGE ALLOCATION**

The first five (5) place-getters of the previous year will receive preference for garage allocation. The remainder of the entrants will be allocated garages as best as possible on a first in basis.

Entrants wishing to be garaged together will enhance their chances by sending in their entries immediately and in the same envelope a request stating their preference.

The earlier this is done, the better the possibilities are of being garaged together. The organizers will make no guarantees regarding garage allocation except to say they will make every attempt to grant your wishes.

In the case of over subscription for garages, marquees will be erected and suitable arrangements for pit-stops made for those competitors operating out of the marquees.

No garage allocations will be done without a completed paid entry.

## **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 HQ Holden entry will be entitled to two (2) tender vehicle and two (2) driver and ten (10) pit/paddock passes.

## **RADIO COMMUNICATION**

There is to be **no electronic communication** with the competing vehicle during the race.

## **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.

## **AWARDS/TROPHIES**

Any prize money and trophies will be supplied by the HQ Racing Association.