

CHAPTER 3
2019 WINTON ENDURO
WINTON MOTOR RACEWAY
NOVEMBER 30th – DECEMBER 1st 2019

ADDITIONAL SUPPLEMENTARY REGULATIONS FOR
2019 EXCEL ENDURO CUP COMPETITORS ONLY

3.1 INTRODUCTION

- 3.1.1. All competitors participating in the 2019 Excel Enduro Cup must read and abide by the regulations in this addendum in conjunction with those detailed in the leading sections of these Supplementary Regulations.

3.2 ADMINISTRATION

- 3.2.1. The event will be coordinated by the Hyundai Excel Racing Association and will be administered by the Category Administrators (CA) detailed below who and have the authority to administer the various aspects of the Regulations for this Meeting.
(a) Category Administrators (CA): Brendan Avard and Dylan Innes

3.3 DRIVER IDENTIFICATION

- 3.3.1 Each Competitor must nominate one (1) driver as Driver A and one (1) driver as Driver B prior to the commencement of the meeting.
- 3.3.2 Each driver will be issued with a small adhesive label, supplied by the organiser, which must be placed on the RIGHT HAND SIDE of the drivers' helmet to assist in identification.
- 3.3.3 These letters must be kept in place for each Qualifying Session and race to enable officials to readily identify drivers of each car.

3.4 QUALIFYING FORMAT

- 3.4.1 The Qualifying Format for both Excel Enduro Cup events will be conducted in accordance with the following procedures. With the exception of the Top Ten Shootout qualifying will be conducted with separate session for Driver A and Driver B. Only those drivers nominated as Driver A may participate in a Driver A Session and only those drivers nominated as Driver B may participate in a Driver B Session.
- 3.4.2 On each day, both Saturday and Sunday, there will be separate Driver A and Driver B Qualifying session to determine the starting order of cars for each Excel Enduro Cup event, save that the 1st (first) 10 (ten) grid positions for each event will be determined by the Top 10 Shootout which will be conducted on each day.

3.5 TOP 10 SHOOTOUT

- 3.5.1 The starting order for the Top 10 Shootout Hour (hereinafter referred to as "the Shootout") will be from tenth (10th) to first (1st) based on the 10 fastest Driver A and Driver B combined qualifying times.
- 3.5.2 A driver will be permitted to qualify only one (1) car in the Shootout, and that car must be the car that driver will drive in the race.
- 3.5.3 Competitors that have qualified for the Shootout must ensure that their car is ready, prepared to compete, at least twenty (20) minutes prior to the scheduled start time for the Shootout, unless otherwise advised by Race Control.
- 3.5.4 All cars must be parked in Pit Lane five (5) minutes before the first car in the Shootout is released from Pit Exit.
- 3.5.5 From the time that the car is parked in Pit Lane, crew will not be permitted to work on the car except with the express permission of the Chief Scrutineer (CS). Non-compliance with this regulation may result in the car being excluded from the Shootout.
- 3.5.6 It is the responsibility of the competitor to ensure that their car is at Pit Exit, prior to the preceding car receiving the green flag, to commence its timed lap. Late

attendance may result in the car being prohibited from competing or having its time excluded from the session.

- 3.5.7 Each car will be released on one (1) warm-up lap from Pit Exit.
- 3.5.8 As the car crosses the Control Line for the first time, the driver will be shown a green flag which will signal the start of that driver's timed (flying) lap.
- 3.5.9 When the car crosses the Control Line at the end of its timed (flying) lap, the driver will be shown a chequered flag indicating the end of the timed lap, whereupon the driver must reduce speed, complete an almost full "cool-down" lap and enter Pit Lane via the Pit Lane entry.
- 3.5.10 During the "cool-down" lap, cars must be driven at a reasonable pace and drivers must not interfere with, baulk or cause obstruction to any other cars which may be on the race track at the same time.
- 3.5.11 When a car returns to Pit Lane it will enter a Parc Ferme situation. It must park as directed by an official and no work of any nature may be carried out on the car until the car has cleared all scrutineering checks and been released by the CS, except with the express permission of the CS.

3.6 GRID POSITIONS

- 3.6.1 The first (1st) ten (10) grid positions for Race One (1) and Race Two (2) will be determined by times achieved in the Top Ten Shootout on the relevant day.
- 3.6.2 The Top 10 Shootout will be regarded as a qualifying session for those drivers who achieve the ten (10) combined fastest times
- 3.6.3 The remaining grid positions for Race One (1) and Race Two (2) will be determined by the lap times achieved in that days Qualifying Sessions, in accordance with Article 2.15, Grid Positions, in the AASA Standing Regulations.
- 3.6.4 If a car fails to set a qualifying time in any qualifying sessions, the qualifying time for gridding purposes will be five (5) minutes and zero (0) seconds. In a case where there are two (2) or more cars so affected, the order on the grid will determined by, and with the approval of, the Stewards of the Meeting.
- 3.6.5 There is no restriction on which driver may start either race, however the starting driver of each race must be nominated in writing, to the Secretary of the Meeting, NO LESS than thirty (30) minutes following the conclusion of Driver B Qualifying each day. In the case where an entry has gained a place in the Top 10 Shootout the starting driver of each race must be nominated in writing, to the Secretary of the Meeting, NO LESS than fifteen (15) minutes following the conclusion of the Top 10 Shootout each day.

3.7 START PROCEDURE

- 3.7.1 The start procedure for each race will be a Standing Start in accordance with AASA Standing Regulation 2.20.

3.8 AWARDS & POINTSCORE

- 3.8.1 Points, as detailed in the tables below, will only be awarded to the drivers classified as finishers in the final results of each race.
- 3.8.2 Points for classified finishers in Race One (1):

Finishing Position	Points	Finishing Position	Points
1 st	500	2 nd	495
3 rd	490	4 th	485
5 th	480	6 th	475

For those classified in Finishing Position Seventh (7th) to last, each position will be less four (4) points.

- 3.8.3 Points for classified finishers in Race Two (2):

Finishing Position	Points	Finishing Position	Points
1 st	1000	2 nd	995
3 rd	990	4 th	985
5 th	980	6 th	975

For those classified in Finishing Position Seventh (7th) to last, each position will be less four (4) points.

- 3.8.4 In the case where a competitor fails to finish a race and is classified as a Did Not Finish (DNF), no points will be awarded to that competitor for that race.
- 3.8.5 In the case where the driver/s of 2 (two) or more entries score the same total point score the winner/s will be the driver/s that are classified as having finished in a higher placing in Race Two (2).
- 3.8.6 Trophies will be awarded to 1st, 2nd and 3rd drivers for Excel Enduro Cup Race One (1) and Race Two (2).
- 3.8.7 The Excel Enduro Cup will be awarded to 1st, 2nd and 3rd drivers that have the highest combined points for Excel Enduro Cup Race One(1) and Race Two (2)

3.9 COMPULSORY PIT STOPS (CPS)

During each ninety (90) minute race each car must complete one (1) Compulsory Pit Stop (CPS) within the prescribed CPS window. For the purpose of calculation the race time will commence at the start of the Formation Lap.

- 3.9.1 The CPS window will open at thirty (30) minutes after the start of the Formation Lap and close at sixty (60) minutes after the start of the Formation Lap.
- 3.9.2 During the CPS each Competitor must conduct a driver change.
- 3.9.3 During a CPS each car must remain stationary in its allocated pit bay for a minimum stopped time of two (2) minutes. Any car failing to comply with this will be subject to a Pit Lane timed stop or an additional race time penalty equal to two (2) times its CPS minimum stopped time.
- 3.9.4 A car will be deemed to have commenced its CPS minimum stopped time (see 2.7.3) when it comes to a complete stop in its allocated pit bay.
- 3.9.5 There is no restriction (with the exception of re-fuelling) as to work that can be carried out on the car. Re-fuelling is expressly forbidden at all times from when the automobile enters the designated Assembly Area until the car leaves the circuit after completion of each race.
- 3.9.6 Prior to a car stopping in its allocated pit bay, all associated Team Members (except the Car Controller) and equipment must be behind the Prescribed Pit Lane Line. The Prescribed Pit Lane Line is the RED line in front of the Pit Lane Garages between the front of the Pit Lane Garage and the Inner Lane (see Supplementary Regulation 22.1).
- 3.9.7 Prior to a car safely leaving its allocated pit bay, all associated team members (except the Car Controller) and equipment must be back behind the prescribed Pit Lane Line.
- 3.9.8 A maximum of two (2) team members (not including the Car Controller) are permitted to cross the Prescribed Pit Lane Line to work on a car during a CPS. If extensive work is required to be performed on the car during a pit stop, the car, with prior approval from the Chief Scrutineer, may be permitted to be moved to the garage to complete the work once the CPS is completed. In such instances, when the car is within the garage, the number of team members permitted to work on the automobile is free.
- 3.9.9 Should a driver change be performed during a pit stop, the in-coming and out-going Drivers will not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the automobile, neither Driver is

permitted to perform work of any kind on the car during a pit stop until the driver change has taken place and as long as the maximum of two (2) team members performing work is not exceeded. Changing of Drink Bottles by the driver will be deemed part of the driver change.

- 3.9.10 At all times whilst a car is stationary in its pit bay it must remain under the control of a designated Car Controller who must remain at the front of the car in clear view of the driver and is responsible for the safe conduct of the pit stop and departure of the car at the completion of any pit stop. The Car Controller is not permitted to assist in any way with a pit stop and will not be part of the count regarding the number of persons permitted to assist with a pit stop.
- 3.9.11 For a pit stop, the Car Controller may be in a position in Pit Lane to assume control of the car one (1) lap before the car crosses the control line at pit entry, and must be behind the Prescribed Line before the car crosses the control line at pit lane exit.
- 3.9.12 A CPS may be taken under safety car conditions, but Pit Exit will be closed while the Safety Car transits the Pit Straight.
- 3.9.13 A car will be deemed to have completed a CPS when the car exits pit lane and re-joins the track.

3.10 DRIVER & PIT CREW APPAREL

- 3.10.1 All Drivers and Pit Crew MUST be attired in accordance with AASA Appendix 4 – Apparel Requirements.

3.11 TEAM TO CAR COMMUNICATION

- 3.11.1 Team-to-car communication is allowed will be by way of hand held lap boards / Radio's or Mobile Phone devices

3.12 COMPETITION NUMBERS

- 3.12.1 Each Competitor must include their preferred Competition Number on their Entry Form/s. The CA will have the final discretion as to the allocation of Numbers and decide matters when duplicate requests for Numbers are received. Competitors will be advised of the final decision as early as possible, at the latest with the confirmation of event entry.

3.13 VEHICLE SIGNAGE REQUIREMENTS

- 3.13.1 Each car must display the following sponsor's decals as supplied on both front doors above the race number and on the top section of both the front and rear windscreens, as determined by the CA.
- 3.13.2 The Cave Hill Engines decals, as supplied, MUST be displayed above the race number panel on each side of each car.
- 3.13.3 The Erebus Motorsport Window Banner, as supplied, MUST be displayed at the top of the Front Windscreen on each car.
- 3.13.4 The Trik Trailers Window Banner, as supplied, MUST be displayed at the top of the Rear Windscreen on each car.
- 3.13.5 Any Competitor or Driver who fails to comply with this requirement will be ineligible for points and may, at the discretion of the Stewards of the Meeting, be excluded from the competition until such time as compliance is achieved.

**Prue Payne
Secretary of the Meeting**