



# *SUPERTT*

## **Special Regulations – SuperTT One Hour Endurance Race 25<sup>th</sup> March, 2018**

### **The Race**

- a) The SuperTT one hour endurance race is for cars that comply with SuperTT Regulations. The race event will consist of 1 x 1 hour endurance races to be held at Wakefield Park, Goulburn. Any car capable of lapping under 1 minute and two seconds (62 seconds) may be refused entry. Each vehicle entering the SuperTT endurance race event will have a maximum of two (2) drivers.

### **1. Qualifying and Grid positions**

- a) All drivers must qualify or practice in their nominated car. In the event that a driver is NOT able to practice or qualify, they will not be permitted to race on that day unless approval is granted from the Race Director or Clerk of Course. Each driver must complete at least 3 laps in at least one practice or qualifying session.
- b) The fastest time in qualifying of either driver will determine the car's grid position for the sprint and one hour endurance race.

### **2. Starting Driver Nominations**

- a) All competitors with two drivers must nominate their starting driver at least 60 minutes before the start of the race.

### **3. Start Procedure**

- a) All cars must be in the pre-grid prior to the 1 minute board. Failure to do so will result in starting from Pit Lane
- b) The Race will be a standing start
- c) When the starter is satisfied with the grid, they will indicate 5 seconds and the standard light start will apply. You must be on the grid or in pit lane at the 5 second signals to come under starter's orders. The position of the front wheels in relation to the grid line will be a determining factor in respect to a false start – Cars must be stationary with the front wheels on or behind the grid line at the time of the start signal (Extinguishing of the red light)
- d) All cars must start from their grid position.
- e) If a competitor starts from pit lane, their allocated grid position will remain empty. Any competitor starting from the grid must start from their allocated grid position.



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#### **4. Sponsor decals**

- a) Each entrant must display any sponsor decals provided by the event organiser or category manager.

#### **5. Race Receivers**

- a) All drivers and co-drivers will be required to use race receivers during competition (Competition means all practice, qualifying and racing sessions.). Race receivers can be purchased from Motor Racing Australia or the category manager. During competition, the race receiver system will be used to advise drivers of safety issues, Safety Car and emergency response vehicles entering the circuit and other important information.
- b) Competitors WILL NOT be permitted onto the circuit without a working race receiver. Any competitor who does not have a working race receiver when pit lane opens may be prevented from entering the circuit until the issue is resolved.
- c) It is recommended that team managers also have access to a race receiver so that they are aware of instructions from race control to drivers on the circuit.

#### **6. Two way Radios / Pit Crew Radios**

- a) Competitors running car to crew radio systems are prohibited from operating on the following channels.
- b) UHF Channel 5 and 35 (476.525 and 477.275 respectively) - these are for emergency use only.
- c) Competitors are also asked not to use frequencies in the following ranges; UHF Channels 31 to 38 (470.000 to 477.500), Channel 22 (476.950) and Channel 23 (476.975), and channels in the frequency ranges 455.000 to 460.000 and 490.000 to 499.000. These channels are restricted and regulated and fines may apply to competitors operating on these bands.

#### **7. Safety Car**

- a) In the event of an accident or problem on the circuit the Safety Car may be deployed. All flag points will display one flashing yellow light and the 'SC' board at each manned point. Overtaking is forbidden while the yellow lights and 'SC' boards are displayed and drivers will also be advised of the Safety Car via race receivers.



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- b) Safety Car on Circuit: The Safety Car will enter the circuit from pit exit. 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 immediately 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. This information will also be relayed to drivers via the race receivers.
- c) Restart: The Safety Car lights will be extinguished prior to Turn 8, at that point all tyre warming (weaving - acceleration/braking) ceases. The Safety Car will peel off at pit entry. The lead car will then maintain the speed set by the Safety Car and control the pace to the start line. If the starter is satisfied that all cars are formed up correctly, he will indicate the restart of the race by waving the green flag. All vehicles must remain in position, in a single file until they reach the start line. No overtaking or over lapping is permitted until your vehicle has crossed the start line.
- d) 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.

## 8. Classes

- a) Each competitor will be allocated to one of the following classes;
  - i) O2S – Over 2L Slicks
  - ii) O2T – Over 2L Treaded
  - iii) U2S – Under 2L Slicks
  - iv) U2T – Under 2L Treaded
  - v) MX5 – MX5 Cup
- b) Competitors in the MX5 class will not accrue points to the 2018 MRA Series point score.
- c) Each competitor will be assessed individually and allocated to one of the five classes.



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## 9. Compulsory Pit Stop (CPS)

- a) All cars must complete a minimum of one (1) pitstop, the duration of which must be no less than 5 minutes (300 seconds).
- b) The duration of the compulsory pit stop will be measured from the time the car enters pit lane (40km/h speed limit sign) to the time the car exits pit lane (speed derestriction sign).
- c) Failure to complete the CPS satisfactorily will result in a penalty as per Section 12.
- d) Refuelling is permitted during the CPS.
- e) The window for the CPS will open when 15 minutes of the race has been completed, and close when 45 minutes of the race has been completed.
- f) A vehicle shall be deemed to have commenced a CPS when pit window is open and the vehicle enters pit lane (crosses the timing control line at pit entry). A vehicle shall be deemed to have completed a pit stop when the vehicle exits the pit lane (crosses the timing control line at pit exit).
- g) A competitor in pit lane prior to the opening of the CPS window will be required to exit and re-enter pit lane to commence their CPS. A CPS will be valid if started during the window, but may finish after the window closes.
- h) If the Safety Car is on the track during the CPS window, the window will not be extended. Conducting a CPS while the race is under Safety Car conditions is permitted.
- i) There will be a board displayed and/or air-horn sounded at the start/finish line to advise when the CPS window is open and closed. This board will be displayed for 2 laps when opening pit lane, and 2 laps when closing pit lane for the purposes of a CPS.

## 10. Other Pit Stop Requirements

- a) A Car Controller should be appointed for each vehicle, who is responsible for the safe conduct of any pit stop and specifically for the safe release of the vehicle at the conclusion of the pit stop.
- b) Should a driver change be performed, the drivers may assist each other to exit and enter the vehicle. Alternatively, a driver's assistant may be used to assist with a driver change or a single driver exiting and re-entering the vehicle
- c) During the CPS, only 4 persons may work on the vehicle.
- d) A driver entering or exiting the car only, and their assistant if used, is not included in 10 (c)



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- e) The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the pit stop.
- f) The driver's safety harness must be fastened before the vehicle leaves its allocated pit bay.
- g) All crew, except the Car Controller, and equipment must return behind the prescribed control line before the vehicle can leave its allocated pit bay.

## 11. Refuelling

- a) All refuelling personnel must be completely attired clothing of flameproof construction. This means overalls or long sleeves and trousers. gloves and balaclavas must be worn and any resultant exposed areas (e.g. eyes) must be covered to minimise risk of injury from flash fire burns (e.g. by goggles/glasses). The wearing of a full-face helmet is recommended in addition to the above.
- b) The refuelling equipment must be as per AASA Appendix 6 – Refuelling Process & Approved Devices.
- c) At all times refuelling of the vehicle must only be carried out in Pit lane or the area designated as a refuel zone.
- d) The maximum number of persons permitted to assist in refuelling the car is two (2) plus the car controller and the fire marshals.
- e) At all times during the refuelling of the car, one person must act as the fire marshal and must be ready and located less than one metre behind the person refuelling the vehicle with a working fire extinguisher (not less than 4.5kg). The fire marshal must not participate in any other activities other than the duties of a fire marshal during the entire activity.
- f) 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.
- g) Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- h) 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 refuelling sections of these regulations. Competitors must also ensure that a similarly attired attendant, with a 4.5kg fire extinguisher be present.



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- i) The car must be connected to the other grounding connection (earthed) for the duration of all refuelling operations.
- j) Teams are permitted to practice with their refuelling outside of SuperTT Endurance Race session times provided that the all personnel are properly attired.
  - I. It is recommended that you inform neighbouring pit bays that you are practising refuelling.
  - II. Team must notify a pit lane marshal prior to practice.
- k) It is compulsory for any pit stop where refuelling takes place, to take 5 minutes from the time the car enters pit lane (40km/h sign) until the car exits Pit Lane control line (speed derestriction sign). The refuelling must not be conducted whilst any other work takes place. The Pit entry and exit will be marked with bollards.
- l) Cars must turn off their ignition before refuelling starts. Turbo cars are exempt from turning off the ignition but must abide by point (m) of the refuelling regulations. You must notify the Pit Lane Marshall if you intend to leave your ignition on and adhere to the requirements in rule (m).
- m) 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) refuelling personnel.
- n) Where the fuel filler of the vehicle is located over a wheel, the wheel must be covered by a flame retardant material or wet towel to prevent the spilling of fuel on hot brakes.
- o) Competitors spilling fuel during refuelling will be penalised as per Section 12 C.
- p) No servicing of the car may take place until refuelling has been completed in the pit bay located at the cars garage.
- q) All refuelling equipment must be scrutineered before racing commences. You must satisfy the scrutineers that refuelling will be undertaken in a safe manner.
- r) Once refuelling has been completed, refer to rule 10. for pit stop requirements.



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## 12. Penalties

Penalties will be applied by the Race Director, Clerk of Course, Stewards and Chief Time Keeper. Any CPS penalties will be carried out by a Pit Lane Official in Pit Lane. All Lap penalties will be post applied by Chief Time Keeper. All Drive Through penalties will be done via the black flag procedure during competition or post applied when time does not permit during competition.

Section	Infringement (for each and every occurrence)	Penalty
A	Failure to complete CPS correctly, or within the pit-stop window	Five (5) lap penalty
B	Failure to attempt CPS at any time during the race	Ten (10) lap penalty
C	Spilling fuel during refuelling	+5 min CPS
D	Exceeding 40km/h in pit lane	Drive through penalty
E	Failing to comply with officials directions	Drive through penalty
F	First occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Ten (10) lap penalty
G	Second occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from Race
H	Third occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from event
I	Any other offence as per AASA NCRs Section G11 deemed by Race Director, Clerk of Course, Stewards or category management	As per official determination