



Series X3 Special Regulations 14 March 2020 - SMSP NSW Excel Cup Round 1

The race meeting will consist of the following sessions:

Practice - 30 minutes

Qualifying – 20 minutes

Endurance Race (Enduro) – 1 hour

NSW Excel Cup Round 1 points will be awarded to NSW Series X3 members, as per By-Law 2, together with points for Enduro Cup Round 2 in November 2020, to give overall Enduro Cup results. Trophies will also be awarded for the first 3 winners of each round.

There can be one (Single Driver) or two (Driver A and Driver B) drivers entered for each vehicle. In the event of two drivers being entered, the first shall be Driver A and the second shall be Driver B. Cross entering of drivers between vehicles is not permitted.

Each vehicle with more than one driver shall have each driver's helmet marked with an ID decal as supplied by the organisers. This decal must be placed on the right hand side of the helmet.

Starting positions for the Enduro will be determined by qualifying times.

All two-driver teams must nominate their starting driver for the Enduro with the race secretary no less than 30 minutes prior to the start of each Enduro.

For the purpose of measurement, the Enduro race time shall commence when the starting lights are extinguished or the starting flag is lowered by the race starter.

The chequered flag will be displayed to the race leading car, the next time it crosses the finish line after 60 minutes has elapsed.

Qualifying Format

The qualifying format will be 20 minutes from when pit lane is opened.

During this session cars may enter Pit Lane (following all Pit Lane regulations – such as speed and direction) and safely rejoin the qualifying session. This may allow for Driver A and B to both participate in the session.

Grid Positions

All grid positions for the Enduro 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.

If a car fails to set a qualifying time in the qualifying session, the qualifying time for gridding purposes will be three (3) 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.

Start Procedure

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

Compulsory Pit Stops

In the Enduro, all teams must complete a compulsory pit stop (CPS) of three (3) minutes within the prescribed CPS window. The CPS is measured from the timing loop (directly in front of Race Control) to the timing loop (speed derestriction line/ sign) at pit exit.

Please note, that Pit lane speed is enforced from the 40km/h sign, however the timing will be timed from the control tower.

During the compulsory pit stop, two-driver teams must complete a driver change while single drivers must exit the vehicle as detailed below:

Two Drivers

Exiting driver - removes them self from vehicle. Entering driver - assumes driving position and attaches seat belts before the vehicle may proceed at the direction of the car controller; During this change, the drivers are allowed to assist each other with any adjustments deemed necessary.

Single Driver

For each vehicle with a single driver, the driver must exit the vehicle, close driver's door, re-enter the vehicle and attach seatbelts before the vehicle may proceed at the direction of the car controller.

Pit Window

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.

Each team's CPS must commence when the pit window is open (although it may be completed after the window has closed).

A vehicle shall be deemed to have commenced a CPS when 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).

NOTE - 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.

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.

Other Pit Stop Requirements

A Car Controller must 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. The Car Controller is not permitted to perform work of any kind on a vehicle or touch the vehicle during a pit stop.

During a driver change being performed, the drivers may assist each other to exit and enter the vehicle. Alternatively, a driver's assistant may sub in with exiting driver, to assist with a driver change/ seatbelts etc, with exiting driver returning behind the prescribed pit lane line.

Each vehicle must come to a complete stop and engine turned off, in its allocated pit bay prior to the safety harness being unfastened.

There is no restriction (with the exception of re-fuelling or adding of weight) 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. No new ballast/ weight maybe added to the vehicle at all times during the race.

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.

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.

Should a driver change be performed during the CPS, 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 after 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.

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.

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.

The safety harness must be fastened before the vehicle leaves its allocated pit bay.

All crew, except the Car Controller, and equipment must return behind the prescribed Control line before the vehicle can leave its allocated pit bay.

The Car Controller must be behind the prescribed line before the vehicle exits the pit lane.

Penalties

Failure to complete CPS correctly, or within the pit-stop window – two (2) lap penalty

Failure to attempt CPS at any time during the race – five (5) lap penalty

All penalties will be applied at the conclusion of the Enduro race.



Points

Points, as detailed in the tables below, will only be awarded to the drivers registered in the Series X3 NSW championship as part of the NSW Excel Cup and classified as finishers in the final results of each race.

Place	Points	Place	Points	Place	Points	Place	Points
1	100	11	60	21	40	31	20
2	90	12	58	22	38	32	18
3	85	13	56	23	36	33	16
4	80	14	54	24	34	34	14
5	77	15	52	25	32	35	12
6	74	16	50	26	30	36	10
7	71	17	48	27	28	37	8
8	68	18	46	28	26	38	6
9	65	19	44	29	24	39	4
10	62	20	42	30	22	40	2

Note: In case of grids in excess of 40 cars all further finishers beyond P40 shall receive one (1) point only.

DNF, DSQ and DNS will all receive 0 points.

Should there be a tie at the conclusion of a round, the result will be determined by the finishing order of the final point score race of that meeting. Should a competitor fail to finish a race, no points will be awarded to that competitor for that race.

Trophies will be awarded to 1st, 2nd and 3rd drivers for the individual NSW Excel Cup Rounds, with points accumulated over the 2 rounds providing the winners of the overall NSW Excel Cup.