

## **Appendix A - NT COMMODORE CUP ENDURO**

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

#### **THE RACE**

The NT Commodore Cup Enduro will be conducted in two parts each of 1 hour duration. The first part of the race will be held on Saturday 7<sup>th</sup> September and the second part on Sunday 8<sup>th</sup> of September, 2019. Each entry will consist of two drivers in the nominated vehicle.

The results will be determined by the relevant automobiles' total recorded laps in each part of the race with the winner being the car that has recorded the most laps and is first to cross the finish line at the end of part 2.

#### **ELIGIBLE VEHICLES**

All competing vehicles must comply with the

**3<sup>rd</sup> Category – Touring Cars, Group 3D- Commodore Cup Technical Regulations (VB-VH)** as published in the 2016 CAMS Manual.

#### **THE COMPETITOR**

It is a condition of entry that all competitors must be a current CAMS licence holder

#### **PRACTICE**

There will be open Practice on Friday 6<sup>th</sup> September. Either driver may participate in the various sessions.

#### **QUALIFYING AND GRID POSITIONS**

There will be an 8 lap qualifying race for the nominated co-driver. The results of this race will determine the starting grid order for part one of the enduro.

#### **START PROCEDURE**

The starting procedure will be as follows:

Each part of the Commodore Enduro 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 extinguishing the red light/s. 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 1 hour 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 a single file formation as per the on track order when cars crossed the control line at the end of part one on Saturday. The race will start on Sunday in the order they crossed the finishing line on Saturday, behind the Safety Car. Those cars with Penalty laps applied will be held in the pit lane until penalty laps have been served.

#### **SAFETY CAR**

In the event of an accident or problem on the circuit the safety car maybe deployed in accordance with RMSR 6.13.

#### **DRIVERS**

Both Drivers 1 & 2 must be nominated on the official entry .

A driver change is compulsory during each part of the NT Commodore Cup Enduro with no driver permitted to exceed 35 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 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 **must** 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 three persons, two persons to perform the wheel change and a compulsory car controller. A fourth person may be involved for the purpose of servicing the driver (refill water bottle or servicing driver comfort). 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 cannot be done on the car during the compulsory pit stop, however other work maybe done when the compulsory procedure of the pit stop is completed.

### **Refueling is not permitted during either part of the race.**

If a mechanical black 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 NT Commodore Cup Enduro will be held at the base of the Race Control building next to the Garages in the Paddock Area at approximately, **9:00am 7 September 2019.**

## **PIT LANE ALLOCATION AND BEHAVIOUR**

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 as per RMSR 9.3 or as determined by the Stewards.

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 Crew Members, must have a coloured wristband, supplied by NAMSC on for the duration of the event.

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 10 minute duration from the commencement of each part of the event and closes 50 minutes from the commencement of each part of the event.

## **MAINTENANCE IN PIT LANE**

A maximum number of four (4) crew members , including the Car Controller, 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. Competitors not adhering to this rule will be penalized.

## **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.

## **TYRES**

All tyres used must be Yokohama A050 225/45 x 16 ("M" compound only) per VB-VH Commodore Cup Rules A maximum limit of 6 (six) tyres is permitted and will be marked by NAMSC scrutineers.

## **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.

## **REFUELLING**

Any refuelling of vehicles during either part of the race will result in the offending vehicle being disqualified from that part of the race and subject to further penalty at the discretion of the Stewards of the meeting.

## **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 subject to a penalty at the discretion of the Stewards of the Meeting up to disqualification from the Event.

## **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).

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.

## **AWARDS/TROPHIES**

Any prize money and trophies will be supplied by NAMSC.