



*Alfa Romeo Club* **6 hour Relay**  
October 15 & 16 Winton Raceway



*Alfa Romeo Owners' Club of Australia*

Presents



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## Supplementary Regulations

Updated 26 June 2011





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## Message from the Organisers

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The 2011 RDA – EBC Brakes, Alfa Romeo Club 6 Hour Relay is now in its sixth year. We know that this year's event will be another enjoyable one. It is the "spiritual successor" of the previous MSCA event and it is open to all marque sports cars, street sedans and sports cars, but not open-wheel cars.

The Alfa Romeo Owners' Club of Australia (Victoria Division) 6 Hour Regularity Relay is intended to be a friendly club level motor sport event where friends and family can participate in supporting competing teams. The event is open to invited **car clubs**, it is aimed at grass roots motor sport participants and hence holders of AASA competition licences or an equivalent standard competition licences or above are eligible to enter. The number of entries is limited to 45 teams to preserve the relaxed friendly atmosphere of the event. Last year's event had a full field and many teams have indicated they are returning in 2011.

This year we will have lower numbers of our usual flag officials which will underline the requirement of teams to provide a member for official duties.

The event is a team event, so the performance of cars, drivers and teams are important to win. It is a regularity event where consistency is rewarded rather than speed. As a Team Regularity Relay event, racing is not necessary and participants who demonstrate race-like or un-sportsman-like behaviour on or off the circuit may be excluded from the event.

This is also the second year with RDA-EBC Brakes as naming sponsor and we very much appreciate their ongoing support as they have been part of the event since its inception.

Alister Grigg

Doug Gould

Neil Choi



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## KEY DATES

Date		Event	Notes
<b>Sunday</b> July 10	• 1700 hrs	Entries Open	See clause 3.1
	•		
<b>Sunday.</b> 11 September	• 1900 hrs	Entries close	Entry fee \$1500
<b>Friday</b> October 14	• 1500 hrs	Pit garage area opens	Garage access only
	• 1700 hrs	Pit garage area closes	
<b>Saturday</b> October 15	• 0700 hrs	Circuit gates open	
	• 0830 hrs	Scrutineering opens Key Officials Briefing	
	• 0900 hrs	1 <sup>st</sup> Drivers Briefing	
	• 0930 hrs	Practice commences	
	• 1230 hrs	2 <sup>nd</sup> Drivers Briefing	Alternate for interstate competitors
	• 1330 hrs	Scrutineering closes	
	• 1600 hrs	Practice finishes	
	• 1700 hrs	Lap time nomination deadline	
<b>Sunday</b> October 16	• 0700 hrs	Circuit gates open	
	• 0800 hrs	Scrutineering opens	
	• 0830 hrs	Key officials briefing	
	• 0900 hrs	Lap time amendment deadline	
	• 0910 hrs	Drivers Briefing	Compulsory for drivers & team managers
	• 0910 hrs	Grid positions published	At Control Tower
	• 0945 hrs	Competitors formed up in pit lane	Starting cars must be available at the garages from 09.30 hrs.
	• 1020 hrs	Safety car leads competitors onto circuit	
	• 1022hrs	Pit lane closes	
	• 1027 hrs	Grid cleared	Siren
	• 1030 hrs	Event start	Green Flag
	• 1130 hrs	Scrutineering closes	
	• 1630 hrs	Actual Finish time = start time + 6 hours	
	• 1730 hrs	Award Ceremony	In front of Control Tower



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## 1. ADMINISTRATION

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### 1.1 NAME

The Event shall be known as the RDA – EBC Brakes Alfa Romeo Club **6 Hour Relay**.

### 1.2 AUTHORITY

Held under the National Competition Rules of AASA, together with these Supplementary Regulations, the Standing Regulations for Speed Events and any Further Supplementary Regulations issued by the Organiser.

The Event will be conducted under AASA Permit Number: XXXXXX

### 1.3 PROMOTERS

The Event will be promoted by the Alfa Romeo Owners' Club of Aust. (Vic Division), here after known as AROCA.

Event Secretary, Neil Choi, 41 Fairbank Cres, Lower Templestowe, 3107

Email: Competition AROCA (compsec@alfaclubvic.org.au)

Tel: 0433 11 66 47

The Organising Committee shall comprise of:

Neil Choi

Stuart Thomson

David Crump

Chris Sutherland

Victor Lee

Anthony Sharp

Ross Flood

Colin Thomas

John Whittington

Doug Gould

Bruno Colautti

Alan Hopla

Alister Grigg

Joe Ardi

### 1.4 DATE & VENUE

The Event shall be a multi-club 6 Hour Relay Meeting conducted at Winton Motor Raceway on Sunday 16th October 2011, with practice and qualifying on Saturday 15th October 2011. The Event will start on Sunday 16th October 2011 at 10.30am. The long circuit is used, it is 3.0 km in length and the direction of competition is clockwise.

### 1.5 INSURANCE

Licensed drivers, pit crew and authorised officials are covered by Personal Accident Insurance under the terms of the AASA National Insurance Scheme. The AASA policy includes the legal liability of the AASA, the organisers, the officials and participants.

### 1.6 PROTESTS

All protests must be lodged in writing in accordance with NCR of AASA (NCR Section 12) and must be accompanied by the appropriate fee.

### 1.7 OFFICIALS

SECRETARY OF THE MEETING: Neil Choi

CLERK OF COURSE: Alister Grigg

ASSISTANT CLERK OF COURSE: Doug Gould and David Crump

COMMUNICATIONS: John Whittington and Greg Savage

CHIEF TIMEKEEPER: Ian Leech

CHIEF SCRUTINEER: Bruno Colautti

PIT EXIT MARSHALL: Colin Thomas

CHIEF FLAG MARSHALL: Adrian Huntley (TBC) and Victorian Flag marshalling Team

SAFETY CAR DRIVERS: Anthony Sharp, Joe Ardi

GARAGE CONTROL: Ross Flood



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VOLUNTEER CO-ORDINATOR  
ADMINISTRATION

Andrew Toomath and Chris Carra  
Alan Hopla

## 1.8 SAFETY OFFICERS

Doug Gould, Anthony Sharp and Colin Thomas.

## 1.9 JUDGES OF FACT

Judge of Noise:	Official nominated by Clerk of Course & notified by bulletin on day of practice and event
Judge of Finish:	Chief Timekeeper
Judge of Driver conduct:	Clerk of Course
Judge of Pit Lane speed:	Pit Lane RADAR gun operator

Unacceptable driver conduct includes: pit lane speeding, blend line transgression, passing under yellow flags, failure to allow passing, excessive speed variation to achieve lap times (especially approaching the start / finish line).

## 2. NATURE OF EVENT & AWARDS

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### 2.1 THE EVENT

The Event will be conducted on the basis of a competition between Teams of Cars, the Event being aimed at Club level motor sport. The event is a regularity trial, the objective being for each Team to achieve as close as possible to the 'Goal Laps' which is based on the number of completed laps and Bonus Laps calculated according to the Scoring System (see Section 7.0). The scoring system is structured so as to provide, as near as possible, each Team with an equal opportunity to win the Event. The Event shall be run with drivers from each team completing timed laps against the clock. *No driver shall complete an aggregate track time of more than 40% of the 6 hour duration of the event or as otherwise expressly permitted by the Clerk of Course.* Each team is allocated a team Race Sash, which is to be carried by the car representing that team when on the circuit, and passed on to the next car to represent that team. Sash change-over will be undertaken according to the procedure outlined in Section 6.6. The objective of the event is for each driver to complete each of his/her laps as near as possible to his/her nominated lap time in order to accrue Base Laps and hopefully Bonus Laps for their team. The winning Team will be the Team that has the highest percentage of achieved laps against their Goal Laps at the conclusion of the Event. The method of calculating this percentage factor is detailed in Section 7.0.

The promoters reserve the right to refuse any entry (with a full refund). Refer AASA NCRs.

The Organisers also reserve the right to postpone, abandon, cancel or shorten the Event or any part thereof.

### 2.2 INFORMATION NIGHT

No formal information night will be held this year. However any Team Managers who would like to meet the organising committee to discuss issues may do so at the regular AROCA club nights which are held at the Water Rat Hotel at corner of Park and Moray Streets, South Melbourne. The organising committee will have representatives available, at the club meetings being held on **Wednesday 10<sup>th</sup> August 2011 at 8.00pm** and **Wednesday 14<sup>th</sup> September 2011 at 8.00pm**. On these nights, Officials and Organisers will be on hand to answer questions about eligibility, scrutineering, penalties, use of flags, and any other aspects of the Event.

All questions should be emailed to the Event Secretary ([compsec@alfaclubvic.org.au](mailto:compsec@alfaclubvic.org.au))

### 2.3. AWARDS & PRESENTATION



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### **Place getters**

The top three place getters will receive awards. The Team with the highest **Percentage Factor** will be declared 1st, next highest 2<sup>nd</sup> and next highest 3<sup>rd</sup>.

### **Best Presented Team**

This will be judged by members of the Organising Committee based on car condition, tidiness of pit/garage area, neatness of Team pit attire, and deportment of all Team personnel.

Each of the Team Drivers & Team Manager of the winning Teams will be awarded prizes.

**NOTE:** All results will be announced and trophy presentations will take place after the event at 5:30pm on the trackside at the base of the timing tower on 16<sup>th</sup> October.

## **3. ENTRY DETAILS & COMPOSITION OF TEAMS**

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### **3.1. ENTRIES**

The maximum number of teams will be limited to 45 teams. Entries open on **10 July 2011** and close on **11 September 2011**

Entries will only be accepted on an **Official Entry Form Application**, which has been completed in full by the **Team Manager and all Drivers**, and is **accompanied with full payment**.

The Team Manager will receive all correspondence regarding the Event. Email will be used extensively.

#### **Forms to be sent to**

Neil Choi, AROCA Event Secretary  
41 Fairbank Cres,  
Lower Templestowe, 3107.  
Email: Competition AROCA (compsec@alfaclubvic.org.au)

Notification, to the Event Secretary via email, of intent of a Team entry will be appreciated if followed by the prompt receipt of the completed Official Entry Form Application. Cheques should be made "Not Negotiable" and payable to AROCA (Vic) Inc or credit card details entered on the Official Entry Form Application.

The Event Secretary and the Organising Committee reserve the right to refuse to accept any entry without assigning a reason.

**Forms must be received by 11 September 2011. Incomplete entry forms will not be accepted.**

Individuals unable to form a team may contact the Event Secretary (Neil Choi) (0433 11 66 47) and AROCA will endeavour to form a composite team for you. Submission of the Entry Form will be required once AROCA advises you that a Team has been formed.

### **3.2 FEES**

\$1500.00 per team

The entry fee includes one pit garage and 1 Dorian Transponder per driver.

### **3.3 COMPOSITION OF TEAMS**



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Each Team will consist of a minimum of three (3) drivers and two (2) cars and a maximum of six (6) drivers and six (6) cars. Sharing of cars by drivers will be allowed provided the minimum number of drivers is observed. Participation will only be permitted for car/driver combinations nominated on the entry form, unless approved in writing by the Clerk of Course prior to a new car/driver combination entering the circuit. A breach of this requirement may lead to exclusion of the team.

Each Team will appoint a Team Manager. The Team Manager may also be a Driver although we do not encourage it. The Team Manager will wear a Team Manager's identification band (issued in the Team Manager's kit).

### **3.4 TEAM MANAGERS**

The Team Managers will be responsible for the management of their Team, leading up to and during The Event. They must ensure that all competing team vehicles and driver's apparel comply with the regulations before they are presented for scrutineering, and that the Team and Driver Numbers are attached to the vehicle in the appropriate place as well as any event sponsorship banners (see Section 4.5). They are responsible for ensuring all members of the team (including any service crew) behave in a responsible manner at all times in keeping with the Supplementary Regulations and the Spirit of the Event. They are also responsible for supplying one volunteer person (see Section 8.3) capable of performing Official duties during the event as directed by the Clerk of Course, Assistant Clerk of Course or the Event Secretary

## **4 VEHICLE & DRIVER ELIGIBILITY CRITERIA**

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### **4.1 ELIGIBILITY OF CARS**

Entries are open to all vehicles complying with AROCA (Vic) Competition Rules – 2011 available from [www.alfaclubvic.org.au](http://www.alfaclubvic.org.au) or MSCA eligible vehicles (see [www.msca.net.au](http://www.msca.net.au)). Open wheel cars will not be accepted.

Acceptability of vehicles will be at the discretion of the Event Secretary - contact the Event Secretary (Neil Choi) if in doubt as to the eligibility of your vehicle.

### **4.2. VEHICLE CONFORMITY**

All competing vehicles must be prepared and equipped in conformity with the AROCA Club Sprint vehicle requirements, as detailed in clause 4.9. All vehicles should be clean and free of body damage. AASA or equivalent standard competition licences, Car Club membership card, Log Books or Passports (if available), helmets and drivers' clothing complying with Australian Standards, AASA NCR 5.6(a) and the requirements of the AROCA must be submitted at scrutineering.

### **4.3 FUEL**

All competitors are required to use commercial fuel. Cars with Historic Log Books will be allowed to use Alcohol Fuels.

The following fuels are available from the circuit:

- BP Ultimate,
- Leaded Racing Fuel 100,
- JFP 98 Unleaded Racing fuel

Samples of the available fuels may be purchased from the circuit during normal office hours.

Only cars or 20 litre fuel drums may be filled at the on-site service station.

In order to comply with O.H.&S. requirements and the Dangerous Goods Act 1985, entrants are NOT PERMITTED to bring 200 L drums of fuel onto the Winton Raceway property. Refuelling of vehicles in any area other than the Paddock Area or the Fuel Depot is PROHIBITED, as is the storage of 200 litre fuel drums on the Winton Raceway site.



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Each garage may only store two (2) x 20 litre drums of fuel at any time.

#### 4.4 REFUELLING OF VEHICLES

Refuelling is not permitted in the Garages or Pit Area, all refuelling must be carried out in the Paddock Area only. No refuelling of vehicle while wearing clothing to be used while driving. Other replenishment and repairs to vehicles must be carried out in the Pit Garages or Paddock Area only.

#### 4.5 VEHICLE IDENTIFICATION MARKS

Each Team will be notified in advance of their Team and Driver Numbers. It is the responsibility of each Team to supply its own decals. Team and Driver Numbers are required to be displayed on the both sides of your car using either the side window or door and on the *top left-hand* side of the front windscreen as described in appendix 1.

Team and Driver Numbers may be self adhesive or magnetic, safely secured and must be clearly visible by Timing and Flag Marshals. The side numbers must be *at least 230mm in height and 40 mm bold* and must be black in colour on a circular or rectangular white background. The windscreen numbers must be *at least 150 mm in height and proportionally bold and in "day-glo" yellow*.

Decals may be organised through "Instasign", Mr Jeff Smith on 0417 319 200 or [instasign@three.com.au](mailto:instasign@three.com.au)

#### 4.6 VEHICLE ADVERTISING

In the spirit of showing support for the event, it will be required for all teams to affix a windscreen banner or in the case of a car with no windscreen a bonnet banner, door panel logo stickers, on their competing cars as shown in Appendix 1. Areas A1, A2, C and D are reserved **exclusively** for the placement of the event or sponsors logos.

The windscreen banners, door and rear left body panel event or sponsors logo stickers will be supplied by the event organizers and will be given to each team at check in. These banners and stickers must be affixed to the car before being presented for scrutineering. Car presenting without required event banners or stickers will fail Scrutineering.

**No competing cars will be allowed onto the circuit without all the designated event or sponsors stickers correctly affixed, either during practice or the event.**

In the case of cars with no windscreen, door panel logo stickers must be used. If your car has a vanity banner and you do not wish to remove it, it is recommended that you place masking tape over the vanity banner and then place the event banner onto the masking tape. This will protect your vanity banner and allows easy removal of the event banner after the event. Glue marks can be removed by wiping with methanol, ethanol, isopropyl alcohol or methylated spirits.

#### 4.7. TYRES

Competitors are reminded that this is an endurance event and tyre condition should be appropriate. In the event of wet conditions, the Clerk of Course may exercise his discretion to declare the track "wet" and permit only cars equipped with treaded tyres to enter the track. **No retreaded or reprocessed tyres will be permitted.**

#### 4.8 NOISE

All vehicles must be fitted with an effective muffler in such a manner so as to reduce the noise level in accordance with the requirements of Winton Motor Raceway and AROCA. Competitors are advised that a vehicle noise level limit is in force at 95 dB (A) at a designated point 30 metre from the edge of the circuit. A sound level meter will be used & vehicles which measure in excess of 95



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dB (A) at a 30m drive past will not be permitted to compete in the event until the noise level has been rectified.

#### 4.9 VEHICLE AND DRIVER EQUIPMENT

The vehicle and driver equipment requirements include:

- A fire extinguisher with a minimum capacity of 1 kg complying with AS 1841.5, rigidly mounted with a metal bracket and readily accessible by the driver when in the harnessed or strapped-in position. (BCF / Halon types are illegal).
- A blue triangle with sides of 150mm on the bodywork indicating the location of the battery.
- Glass headlights, fog lights etc. to be covered by a translucent adhesive film.
- A safety belt or harness complying with the AASA NCR 5.5.
- Be fitted with a return spring on each throttle in the event of the throttle linkage becoming detached. *Fuel injected cars are exempted from this requirement.*
- Bonnet Catches: Cars must be fitted with 2 separate fastening systems, of adequate strength and limited extensibility, which simultaneously hold the bonnet or panels closed. Bodily unmodified production cars manufactured after 1/1/1973, and other cars as required by AROCA which are fitted with forward hinged bonnets may utilise the original, unmodified manufacturer's component for closing the bonnet, without the use of a secondary restraint mechanism.
- Working brake lights are COMPULSORY.
- Metal valve caps must be fitted to each tyre
- Any car fitted with tyres marked "for competition use only" or "R" type tyres must be fitted to Alloy or Magnesium wheels only - i.e. steel wheels are NOT permitted with R or competition tyres.
- At all times while a car is on the track it must be fitted with the assigned Competition Number and Dorian supplied by AROCA that is allocated to the driver who is in the car, failure to do so will incur penalties (see section 7.2). See Appendix 3 for attachment details
- All drivers MUST wear an approved helmet complying with AS1698 or Snell SA95 or superior, safety belt or harness complying with current Australian Standards or superior, goggles/visor (where applicable) and flame resistant clothing (no nylon) from throat to wrist to ankle and include suitable non flammable footwear whenever on the Circuit (AASA NCR).
- Drivers of open top vehicles must wear protective gloves and either full face helmet with visor down or open face helmet with protective eye goggles that comply with AS1609-1981 or an equivalent international standard. *Sunglasses, irrespective of manufacture, are not permitted in place of goggles!*

Roll over protection bars are not compulsory but are encouraged and recommended for open top cars. When fitted, roll bars must be of a design and construction that in the opinion of the scrutineer will protect the occupant in the event of vehicle rollover.

#### 4.10 ON BOARD CAMERAS

Handheld cameras (eg Camcorders) are permitted in the vehicle cabin if they are securely mounted. Mountings must be securely fixed to either the roll cage or a significant part of the body structure. The camera must be secured by a metal bracket that locates the camera in all 3 axes. Zip ties, tape, velcro, etc are unacceptable. The design and construction of the mounting must be according to a recognised standard or satisfy the scrutineer that it will protect the driver in the event of accident.

#### 4.11 ELIGIBILITY OF DRIVERS

Drivers must be a current financial member of either the AROCA or another car club and possess a current AASA National or Club Racing competition licence or an equivalent standard or above competition licence. Competitors requiring AASA Licences can purchase these licences from the Winton Motor Raceway Office.



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**All drivers must have competed in at least 3 (three) club sprint or higher level events prior to the Event or have a proven history of Motor Racing or Sprinting as a licensed driver.**

Competitors under the age of 18 years old must submit a signed reference letter, from the competition secretary of the competitor's car club, stating the competitor's circuit driving experience.

#### **4.12. ZERO BLOOD ALCOHOL REQUIREMENT**

A Zero blood alcohol requirement applies to all drivers and pit crew throughout the duration of the Event. During the event the consumption of alcohol in the paddock, pits or any part of the competition area is forbidden. Random breath tests may be conducted on any driver or pit crew at any time throughout the event.

## **5. RUNNING OF THE EVENT**

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### **5.1 SAFETY LIGHT SYSTEM**

The Tracksa Safety Light system will be in operation at this event.

Red Light:	Cease session and return to Pit Lane
Single Yellow:	Obstruction on the track in the area following the yellow light.
Double Yellow:	Track partially blocked or service vehicle near track.
Green Light:	Track clear
Red & Yellow Light:	Debris or Oil
Blue Light:	Overtaking vehicle

### **5.2 BLACK FLAG & BOARD WITH NUMBER**

A black flag and a board with the car number will be shown at the start-finish if there is a need to bring a car into the pits for any reason. The driver must obey this sign immediately and acknowledge it with a hand signal; the driver must slow down and move off the competition line and return to the pits via the normal pit entrance. Failure by a driver to comply with the flags referred to in this section may result in the driver being immediately excluded from the Event and further team and driver penalties may be applied as determined by the Clerk of Course. Another team car may go out *only* when given permission by the Clerk of Course.

### **5.3 PIT EXIT**

Pit exit at the Winton long circuit blends into the circuit before turn 1 and on the opposite side of the track to the racing line. Vehicles not observing the blend line have caused accidents in the past. Competitors not observing the blend line will incur penalties (see section 7.2).

### **5.4 SCRUTINEERING**

Each team will be issued with a Scrutineering Sash. Only cars which have their team Scrutineering Sash with their car will be permitted to assemble for or be scrutineered. Vehicles assembling without the Scrutineering Sash will be directed to leave the scrutineering assembly area! The Chief Scrutineer may refer offenders to the Clerk of Course for penalties at his discretion.

**Saturday 15th October 8.30am – 1.30pm:** All cars must be presented to the Scrutineers with the team Scrutineering Sash on Saturday 15th October between 8.30am and 1.30pm. Cars which have passed scrutineering will have affixed a signed 'OK' sticker. Only cars which bear the 'OK' sticker will be permitted onto the circuit. All cars will be scrutineered in the scrutineering bay. Any car not presented at the scrutineering bay by 1.30pm may be excluded from the Event without refund of fee.



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**Sunday 16th October 8.00am – 11.30am:** All cars must be presented to the Scrutineers with the team Scrutineering Sash on Sunday 16th October between 8.00am and 11.30am, and bear their 'OK' sticker before being permitted onto the circuit.

All competitors must present themselves to the Event Secretary or his Agent in the administration office prior to scrutineering and produce a current AASA or equivalent standard competition licence, a current Club Membership Card and Log Book or Passport (if available), also the helmet and clothing that he/she will be using when on the circuit

All cars will be scrutineered in the scrutineering bay. Any car not presented at the scrutineering bay by 11.30am may be excluded from the Event without refund of fee.

Competing vehicles must be presented for re-scrutineering in the event of damage during practice or during the event. Cars considered unsafe or unsuitable to continue may be excluded from further competition.

## **5.5 PRACTICE - 9.30am – 4.00pm**

Practice will be on Saturday 15th October.

There will be two Drivers' Briefings held: One at 9.00am and one at 12.30pm to allow for late arrivals and interstate competitors. It is strongly recommended that all Team Managers and Drivers attend the 9:00 am Drivers' Briefing. If you miss the first Drivers' Briefing or arrive after the first Drivers' Briefing, then you must wait until the second Drivers' Briefing at 12:30 pm before commencing practice.

No competitor will be allowed onto the circuit unless they have attended a Drivers' Briefing. To ascertain this, the following procedure will take place:

Prior to the Drivers' Briefing, all competitors must present themselves to the Event Secretary or his representative in the administration office and produce a current AASA National or Club Racing competition licence or an equivalent standard or higher competition licence, a Car Club Membership Card and AASA Passport or similar log book (if issued). Competitors will sign a sign-on sheet at this time.

Immediately at the conclusion of the Drivers' Briefing, all competitors will go to the relevant event official (who will be standing in the area) who has the sign-on sheet for that competitor's team. The competitor will sign next to their previous signature to ascertain correct identity. The competitor will then receive a tamper proof wrist band which must be put on the competitor's right wrist in front of the official. This wristband must be shown to the Pit Exit Marshal before being allowed onto the circuit.

There will be approximately 6 track sessions during the course of the day.

Session 1 – 9.30am until 10.15am

Session 2 – 10.30am until 11.15am

Session 3 – 11.30am until 12.15pm

Session 4 – 1.00pm until 1.45pm

Session 5 – 2.00pm until 2.45pm

Session 6 – 3.00pm until 3.45pm

Another session may be scheduled at the discretion of the Clerk of Course. All drivers must complete at least six official timed laps by the conclusion of Practice to become eligible to compete in the Event. Only one car from each Team may practice at any one time. Race Sashes will be issued to each team prior to practice, and every car must carry the team's Race Sash whilst on the circuit. Team cars may change over as often as desired provided the minimum number of six complete laps is completed by each driver. Sash changes and team skills practice is encouraged during these practice sessions.



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As soon as practical after the conclusion of each practice session, a list will be displayed on the notice board outside the Timing Tower indicating those Drivers who have completed the minimum number of six official practice laps. All competing cars have to be scrutineered and qualified for six laps on the Saturday to allow it to participate. Any driver not completing six laps may be excluded from the event.

## **5.6 SAFETY CAR FAMILIARISATION**

During the practice session, the Safety Car may be brought onto the track on several different occasions to enable drivers and crews to become familiar with its use.

## **5.7 TEAM MANAGERS' & DRIVERS' BRIEFINGS**

*Saturday 15th October:* All drivers and Team Managers are required to attend one of the Drivers' Briefings and sign the sign-on sheets. *Once drivers' check-in has been completed on Saturday morning, no driver substitution is possible after this time.*

*Sunday 16th October:* A briefing for Team Managers and drivers will be held on the track-side of the Timing Tower at 9.10 am. All Team Managers and drivers are required to attend as a roll call and sign-on will be taken.

Attendance at Drivers' Briefings is **COMPULSORY** for both drivers and Team Managers, and sign-on sheets will be distributed. Non-attendance may lead to exclusion from the Event. Any instructions issued by the Clerk of Course or his nominated deputy at the Drivers' Briefing or at any other stage of the Event shall have the same authority as these Supplementary Regulations and any Further Supplementary Regulations.

## **5.8 INFORMATION AND ENQUIRY POINT**

All enquiries should be directed to the Event Secretary's Office located below the Timing Tower. The Event Secretary's Office will be manned throughout both days excluding 10 minutes immediately prior to and after the start of the Event.

## **5.9 DRIVER / TEAM MANAGER IDENTIFICATION**

Drivers will be issued with wrist bands after attending the Drivers' Briefing. There will be a different colour for each day. Team managers & key officials will be issued with identification tags. These tags will have emergency and other key phone numbers on the reverse side.

## **5.10 COMMUNICATION IN THE PITS**

The start and finish of the event will run to the published timetable. Teams should not rely on PA announcements, which will be kept to a minimum. Many pits have TV connection points that allow access to the event timing. Timing data will be regularly uploaded to the Natsoft website. Results and penalties will be displayed on the ground floor windows of the control tower.

# **6. THE AROCA 6 HOUR RELAY - Sunday 16th October 2011**

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## **6.1 START AND FINISH**

The 6 Hour Relay will commence at 10:30 am SHARP and conclude 6 hours after actual start time.

## **6.2 GRID POSITIONS**

Grid positions will be the ascending order of the nominated lap times of the 'starting cars' selected by each team. Grid positions will be published at the control tower at 9:40 am on Sunday 16 October.

## **6.3 START OF EVENT**



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In the interests of safety into turn 1 on the first lap, cars will be gridded up from fastest nominated lap time to slowest nominated lap time based on the individual starting drivers' nominated lap time. Drivers with the same nominated lap time will be gridded at discretion of the Chief Time Keeper. *If on the day, the nominated driver cannot start the event for the team, then that team will start from Pit Lane after the last car in the field has passed the circuit entrance after the start of the Event, and when permitted by the Pit Lane official.*

Starting drivers from each Team must be in their cars, with their Race Sash in the Pit Lane in their starting order by 10.10 am. When the marshals are satisfied that the cars are in their correct order, they will release the cars onto the circuit where they will then proceed in single file to do a one lap warm up behind the Safety Car. **PASSING IS PROHIBITED DURING WARM UP.**

The safety car will stop in front of the start line to allow the lead car to stop at grid position 1, second car at grid position 2 and so on.

The pit lane will close at 10:22 am. Any starting cars not assembled in Pit Lane at the allotted time may start from the Pit Lane only after the last car in the field has passed the circuit entrance after the start of the Event, and when permitted by the Pit Lane official.

Only event officials and authorized personnel are allowed on the starting grid or at the pit wall during the start of the event. Spectators and photographers at the pit wall or on the starting grid are forbidden. A siren will sound approx 3 minutes before start time at which time all event officials and authorized personnel must immediately return behind the pit wall.

The entire field will be started simultaneously under a stationary YELLOW flag and following the Safety Car. The entire field will be led around the circuit behind the Safety Car until the Clerk of Course deems it is a safe start then the Safety Car will switch off the flashing Yellow Lights and exit the circuit at pit entry. Do not follow the Safety Car into pit lane. The entire field will continue around the circuit and proceed onto pit straight in formation towards the start / finish line. No competition or passing is permitted until a GREEN flag is shown at start / finish line. Competition and passing is only permitted after you have passed the GREEN flag shown at start / finish line.

*Competitors are reminded that the first lap is not counted and it is in everyone's interest to spread out without overtaking to ensure the best advantage.*

In the event of a stalled vehicle a vigorously waved yellow flag will be shown.

#### **6.4 DRIVER'S TIME LIMIT**

No driver shall complete an aggregate of more than 40% (144 minutes) *of the 6 hour duration of the event* or as otherwise expressly permitted by the Clerk of Course.

#### **6.5 SASH**

There will be one Sash allocated to each Team. This Sash will be a Velcro strip about 150mm long with the team number written on it. Each car will have the corresponding half of the Velcro strip (via self adhesive) on the drivers' side front guard. The Sash identifies the active competition car of the Team and must be carried whenever the car is on the circuit. One lap is counted each time the Sash is carried across the Start/Finish line or its replacement, (approved by the Clerk of Course) crosses the Start/Finish line on a Team car. The Sash and corresponding self adhesive strips will be supplied in the Team Managers kit and will be easily identifiable.

#### **6.6 SASH CHANGE PROCEDURE**



From the start of the event each Team may have only one car stationed in its respective Garage Bay, ready to take over. To effect a sash change, the competing car will retire from the circuit by entering the pit lane entry road. The Driver of the retiring car must signify his intention to enter pit lane by raising his hand above head height (outside the car) so as to be visible by other Drivers and officials. The retiring car will proceed down the right hand pit lane at a maximum speed of **40 km/h max** (failure to obey speed limit will incur a penalty). As the driver approaches their allocated garage bay they will slow to 5 km/h and enter the left hand pit lane and stop where indicated by their Sash Change Team Member in preparation to hand over the sash. The Sash Change Team Member will then remove the Sash from the front guard and **WALK BEHIND THAT CAR** to enter their garage to affix the sash onto the waiting car. Once the retiring driver has completed the Sash change, the driver must promptly re-enter the right hand lane and exit the pit lane by turning left after the Timing Tower. The Sash Change Team Member will then direct the new driver to exit the pit garage when it is safe and proceed to the exit of the Pit Lane via the right hand lane where a Marshal will control safe entry onto the circuit. The use of “lollypop” men in pit lane is prohibited.

*If a team's car has not crossed the start / finish line within 5 minutes (or a reasonable time as deemed by the Clerk of Course) after the last crossing, the Clerk of Course will be notified and a runner despatched to find out why. Penalties may be applied. A team must have a competition car circulating and competing around the circuit at all times to be included in the competition, otherwise the team is deemed to have withdrawn from competition. Sitting out of the competition for whatever reason is not permitted, doing so will deem the team to have withdrawn from competition.*

It is the responsibility of the Team to ensure that the team Sash is visible and affixed properly and that the driver is properly attired. If the sash is not visible or the driver not correctly attired the Pit Lane marshal will refuse them entry onto the circuit. When directed by the green pit lane light, the Car will immediately proceed safely onto the circuit.

**Repeating the key safety point:** The Sash Change Team Member must **WALK BEHIND THE RETIRING CAR** to enter their garage. Any team observed **NOT** adhering to this safety requirement will incur a penalty.

## 6.7 OVERTAKING OTHER VEHICLES DURING THE EVENT

*KEY THOUGHT: “Pass without embarrassment!”*

Overtaking of other vehicles during the Event must be carried out in a safe manner, and preferably while travelling in a straight line. Unless clearly indicated to do so by the car in front, attempting to overtake other competing vehicles while cornering is not permitted and may incur a penalty at the discretion of the Clerk of Course if reported by Flag Marshals, Race Officials or other judges of fact.

Passing in corners will only be permitted if the car to be passed has moved off the competition line and gives a CLEAR HAND SIGNAL indicating the preferred passing side. At all times, slower cars are expected to allow faster cars to pass with minimum obstruction and to provide CLEAR HAND SIGNALS indicating the preferred passing side as outlined at the Drivers’ Briefing.

Penalties may be applied if Flag Marshals report any passing without any clear hand signals. Penalties will also be applied to cars which Flag Marshals report as not adequately facilitating overtaking by faster cars through the use of hand signals.

## 6.8 DISABLEMENT OF CARS ON THE CIRCUIT

In the event of a car breaking down on the circuit, the driver must first and foremost make every reasonable effort to ensure that the car is not left in such a position as to constitute a danger to other competing cars. If in the opinion of the Clerk of Course, the driver has not carried out his duty then the Clerk of Course may at his discretion impound the Race Sash until such time as the vehicle is



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moved by the recovery vehicle team. Sash change will not be permitted until the driver's obligations under this regulation have been adequately discharged. Once the vehicle is in a safe place, the driver shall signify his retirement by removing and waving the Race Sash, so as to be visible to a nearby manned flag point, or the Timing Officials. The observing official will then notify the Clerk of Course via the radio network & a replacement sash will then be issued to the Sash Official. The Sash Official will hand it to a team representative at the sash replacement area at the Track-side door at the base of the Timing Tower – the Sash Official will NOT come up to the team garage to issue the replacement sash. The team representative **MUST** go to the Sash Official to obtain the replacement sash. The team will then affix the replacement sash to the waiting car in the team's allocated garage bay and the car can then proceed to the pit lane exit.

If a car becomes immobilised on the pit lane the driver must make an effort to move the car so that pit lane is not blocked. If this is done, the driver may proceed directly to the sash change point (your allocated pit garage) and hand the sash over to the Team. In all other cases, the retirement must be reported to a nearby flag point as described previously.

## **6.9 MECHANICAL FAILURE**

In the event of mechanical failure, a driver may nominate to drive another car from the same team, only with the permission of the Clerk of Course and following notification of the timing officials. The number carried by the driver's substitute car must be changed to that of the disabled car for the duration of the session during which that driver is in control. The nominated lap times will be those of the driver of the disabled vehicle.

## **6.10 EXIT FROM THE CIRCUIT**

Competitors exiting from the circuit during practice or the Event must exit via the track exit road leading into the pit lane. Competitors must not exit the track via the short track pit exit road (towards the end of the start/finish straight) as this gate will be closed during both practice and the event. Leaving the track using the old pit road will result in a penalty being applied to the team at the discretion of the Clerk of Course.

## **6.11 TRACK SAFETY**

Any competing vehicle that gets all four wheels off the circuit must rejoin the circuit as close to the point of exit as is compatible with safety and must not rejoin the circuit unless and until it is safe to do so. **Penalties will apply to the team of cars observed by officials to re-enter the circuit in a fashion considered to be dangerous. Further penalties may also be applied.**



## 6.12 PIT LANE & SASH CHANGE AREA

**This event will use the garages and pit lane area.**

- (a) Children under the age of 16 years are not permitted in pit lane or along the pit wall.
- (b) Smoking is prohibited in the pit lane, garages and all the pit area.
- (c) **All personnel in pit lane must be properly attired, i.e. full length trousers covering ankles, closed shoes, and at least a shirt.**
- (d) The Team Manager's kit will contain a disclaimer form, which has to be read and signed by all team personnel.
- (e) All personnel in pit lane must have read and signed the disclaimer form before the commencement of the personnel's duties. This disclaimer form must be returned to the Event Secretary at the end of Event.
- (f) Team Managers are responsible for ensuring that only personnel who have signed the disclaimer form and comply with the above points (b) to (e) may enter pit lane.
- (g) Completed disclaimer forms must be returned to the Event Secretary's Office with the sash at the end of the Event.

## 6.13 ASSISTANCE IN STARTING VEHICLE

Assistance in starting a car whilst on the circuit can only be obtained from the officials if they are willing and able to do so without prejudice to their duties. On no account may other persons assist in starting, except in the pits, without the permission of the Clerk of Course.

## 6.14 SAFETY CAR

- (a) The Safety Car will be activated at the sole decision of the Clerk of Course. It will be marked 'SAFETY CAR' and will have a FLASHING light on its roof.
- (b) When the order is given by the Clerk of Course, the Safety Car with lights flashing will join the circuit from pit exit. As soon as the safety car is deployed all flag points will display **waved yellow flags** and the trackside lights will show double yellow, and a sign with the letters 'SC' which will be maintained until the Safety Car's intervention is over. Competing cars will line up behind the Safety Car maintaining the same speed as the Safety Car. All overtaking of the Safety Car is forbidden unless a signal to do so from the Safety Car is clearly shown. Competing cars are to slow down, but continue at a pace that enables them to close up to the car in front. Competing cars which fail to close up and join the line behind the Safety Car may be shown the black flag and held in pit lane until the last car in the line behind the Safety Car has passed pit exit.
- (c) Whilst the Safety Car is in operation competing cars may stop at their pit or undertake a sash change. However, the entry onto the circuit will close at each lap as the Safety Car approaches the pit exit and will re-open after the field has passed. Circuit entry will open at the discretion of the Pit Exit Marshal who is positioned at pit exit.
- (d) When the Clerk of Course decides to call in the Safety Car, the Safety Car will leave the circuit with its light extinguished which will be the signal for the withdrawal of the 'SC' boards, yellow flags and trackside lights as above at the flag points as soon as the last car in the train of cars behind the Safety Car has left the sector. When the Safety Car pulls off the circuit, a green flag will be waved at the start-finish line. Overtaking remains strictly forbidden until the cars pass the green flag at the Start/Finish line. The green flag will be withdrawn after one lap.
- (e) Each lap covered whilst the Safety Car is in operation will be included in the scoring as a lap but not included in the calculation of the regularity factor. In order to familiarise officials and drivers with the operation of the Safety Car, it may be introduced onto the circuit at any time during practice, at the discretion of the Clerk of Course.



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## 7.0 THE SCORING SYSTEM

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### 7.1 SCORING

The Scoring System is designed so that the team with the highest Percentage Factor of Achieved Laps to Goal Laps wins the event. The following is an explanation on how this Percentage Factor is arrived at and a description of the variables that make up the calculation.

Team Managers to complete the Competitors Lap Time Nomination Form (included in Team Manager's Kit) including the nomination of a 'starting driver/car' and submit it to the Event Secretary by 5.00pm on Saturday 15th October. Team Managers may change their competitors' nominated times by submitting a Competitors Lap Time Revision Form no later than 9.00am on Sunday 16th October 2011 to the Event Secretary or his representative in the control tower.

All timing and lap scoring will be done from the start/finish line.

#### \*Goal Laps

Each team comprises a minimum of 3 drivers and a maximum of 6 drivers. Each competitor nominates a lap time they believe they can maintain whilst on the track.

At the conclusion of the event, each individual driver's Base Laps and Changeover Laps are divided by his/her Team's Base Laps and Changeover Laps to ascertain the percentage of the event that each driver has driven.

Then for each driver, their percentage is multiplied by 21600 (seconds), and divided by that driver's nominated lap time (in seconds), to give a theoretical maximum number of laps that could have been achieved by that driver.

These theoretical maximum number of laps for each driver are added and then doubled to take into account "Bonus Laps" to arrive at "Goal Laps" for the team.

#### \*Base Laps

A Base Lap is accrued when a driver completes a lap of the circuit as measured from the timing mark at the start-finish line. The Team's Base Laps are the sum of the individual driver's Base Laps.

#### \*Broken Laps

A Broken Lap occurs when the driver completes a lap faster than their nominated lap time. It is shown on the printout as e.g. 1:47.66- known as "breaking out". Using this example, the driver has effectively wasted 1:47.66 minutes in not accruing any laps for their team.

#### \*Bonus Laps

A Bonus Lap is reward for maintaining regularity and is awarded when the driver completes a lap within + 0.99 seconds of their nominated lap time. It is shown on the print out as e.g. 1:48.48+.

#### \*Penalty Laps

A Penalty Lap may be imposed by the Clerk of Course for a variety of infringements of these regulations – refer to Clause 7.2.

#### \*Changeover Laps

A Changeover Lap occurs when a driver enters the circuit after a changeover. The out-lap of the outgoing car is credited to the outgoing driver. The software automatically recognises a period in excess of 3 minutes and generates a Changeover Lap. It is shown on the print out as \*\*\*\*\*.



**\*Achieved Laps**

Achieved Laps are the drivers Base Laps completed, varied either up or down as shown by the software, by the addition of Bonus Laps, Changeover Laps, or subtraction of Broken Laps and/or of Event Officials imposed Penalty Laps.

**\*Percentage Factor**

Percentage Factor is the Team's Achieved Laps divided by the Team's Goal Laps x 100.

Example: 222 divided by 409 x 100 = 54.2787 %.

*The Percentage Factor will be calculated to 4 decimal places only.*

**\*Highest Percentage Factor Achieved**

The team with the highest Percentage Factor wins the event.

In the event of tied placings, the team with the lowest Team Regularity Factor wins.

**\*Regularity Factor**

Is the difference between a Drivers' Fastest Base Lap Time and the average of that Drivers' three Slowest Base Lap Times (excluding safety car laps). The Team Regularity Factor is the average of the entire individual team driver's Regularity Factors.

**Example:**

**To calculate TOTAL ACHIEVED LAPS :**

Driver	Nominated Lap Time	Base Laps	+ Bonus Laps	+ Change Over Laps	- Broken Laps	Total Laps Achieved
A	01:42.00	45	14	1	-1	59
B	01:42.00	40	13	1	-3	51
C	01:46.00	28	2	1	0	31
D	01:50.00	33	14	1	-5	43
E	01:51.00	32	10	1	-1	42
		178	53	5	-10	<b>226</b>
			Less Penalty Laps	Imposed		-4
				<b>ACHIEVED LAPS</b>		<b>222</b>

Assumptions: One stint per driver; Driver A starts, Driver E finishes

**To calculate GOAL LAPS :**

Driver	Nominated Lap Time (in secs)	Base + Change Over Laps	%age of Team's Base Laps	Multiplied by 21600 secs	Divided by drivers' nominated Lap Time
A	102	46	25.14%	5429.51	53.2305
B	102	41	22.40%	4839.34	47.4446
C	106	29	15.85%	3422.95	32.2920
D	110	34	18.58%	4013.11	36.4829
E	111	33	18.03%	3895.08	35.0908
		183	100.00%	21600.00	205
					x 2
				<b>GOAL LAPS</b>	<b>409</b>

**PERCENTAGE FACTOR:** 222 / 409 = 54.2787%



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**KEY NOTE:** The fastest lap time acceptable for this event will be 1 min 40 sec and the slowest lap time will be 2 min 10 sec. If during the event any car's lap time is lower than 1 min 40 sec that car will be immediately black flagged and may be excluded from further participation in the event.

## 7.2 PENALTIES

The Clerk of Course may exclude from further competition any driver who:

- (a) After leaving the circuit, rejoins the circuit at a speed considered dangerous to themselves, to any other competitor or to any official.
- (b) Is observed driving in a manner dangerous to either themselves or other competitors.
- (c) Disobeys the direction of any official.
- (d) Exceeds 10 km/h in the paddock/pits area.
- (e) Repeatedly passes under "yellow flag" conditions.
- (f) Ignores "black flag" instructions.
- (g) Failing to have an incorrect Competition Number or Dorian fitted to the car while on the track.

The Clerk of Course may automatically impose a 1 lap penalty for the following infringements

- (a) Exceeding 40 km/h pit lane speed.
- (b) Not obey the pit exit blend line.
- (c) Exceeding maximum number of team members on the pit lane wall.
- (d) Passing under yellow flag conditions.
- (e) Presenting a car to Scrutineering without the Scrutineering Sash

The Clerk of Course may impose further penalties as deemed appropriate, including exclusion from the event and from the event results, any team:

- (a) Found to be providing lap time information via ANY method (whether actively or passively) other than by an acceptable pit board
- (b) Found to have allowed an incorrect driver/car/dorian combination or incorrect driver/car number combination to enter the track at any time during the event.

*Pit Lane Marshals who are not in the possession of the radar gun are not the judges of fact for Pit Lane speeding infringements. If they tell a driver to slow down, that is because in their opinion, they are speeding. Only the Pit Lane Marshall in possession and using the radar gun can issue Pit Lane speeding infringements.*

*Team Managers will be notified as soon as practicable when one of their drivers has incurred one of the automatic 1 lap penalty infringements.*

Braking or significantly slowing down before the start / finish line is not permitted. It is an unsafe act and not in the spirit of the event. This behaviour may be dealt with by a black flag or other penalties.

During the practice session (Saturday) a first warning will be given without penalty. The single warning applies to the team, not individual drivers.

**Conscience clause:** The AROCA 6 hr Regularity Relay is run under club level conditions therefore the organizers entrust that all teams compete under fair and even competition spirit. Any driver or team found to be competing in an unsportsmanlike manner or cheating in whatever way, especially via in and out of car timing and communications (except with pit board from pit lane), then the **whole team** will be immediately disqualified and excluded from current and future competition without tribunal by the Clerk of Course.



## 8. TEAM CONDUCT

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### 8.1 TEAM COMMUNICATION TO DRIVERS

- a) **Pit board signals** are the only form of communication allowed to drivers on the circuit.
- b) **Pit boards:**
  - Must only be displayed when that team's driver is on pit straight and its approaching corner, and must be withdrawn after the driver has passed.
  - Must be rectangular and not be larger than 750 mm on any side
  - Can only be displayed at the pit wall along the front straight directly opposite that Team's allocated garage.
- c) **Umbrellas, tents, and other** temporary shelters are not allowed in the pit lane area.
- d) **Radio, telephone, infra red, microwave or any other form of communication, other than the designated pit board, to or from a car's data logging systems or, to or from drivers is strictly prohibited.** In the interests of safety any radio or other device found to cause problems with the control of the Event or interference to Race Officials' communications may be prohibited from further use. In the event of a frequency conflict, Official Use has absolute priority.
- e) Any devices, that can be used to inform the driver, directly or otherwise, of their lap times, other than the prescribed pit boards, are strictly prohibited. This includes all active and passive devices and all means of communication with the driver (other than the prescribed pit boards). The drivers and their teams will be responsible for disabling any lap timing features from data logging systems installed in the car. Disabling must be such that it cannot be enabled on the track without any evidence. It is the drivers' and teams' responsibility to convince the event organisers or relevant officials that the system cannot be used by the driver to get information about their lap times during the event. Possession of described devices will be deemed as an offence without requirement to prove that the device was indeed used during the event.
- f) Any transgression by a driver and or a team in respect to the above clauses 8.1 d) and 8.1 e) will be taken most seriously and can result in the immediate disqualification of the whole team. The teams are responsible for each driver of their team and if a driver is found in transgression the team will be considered in transgression and the penalty will apply to the complete team that driver is part of. Further, since such transgressions are against the very nature and the spirit of the event, the event organiser reserves the right to ban the teams from future participation in the event.

### 8.2 PADDOCK AREA & SURROUNDING AREAS

- a) No alcoholic liquor or drugs may be consumed in the paddock area until the completion of the event.
- b) Cars, scooters, motorcycles or any vehicle or transportation device must be driven below 10 km/h anywhere within the paddock area of the circuit during the event.
- c) A clear access way is to be maintained at all times, behind marquees, competition parking areas and in front of the rear garage roller door to allow access into garages. Only competition cars and two (2) support vehicles per team are allowed in the paddock area. Only competition cars are allowed in the area immediately behind garages. Support vehicles must park next to the rear fence. All other vehicles must be parked in the adjacent car parking/trailer parking areas.
- d) **Trailers** are not to enter or be left in the paddock area unless for the explicit purpose of loading or unloading a car. Trailers **must be moved to the trailer parking area** at all other times. Trailers left unattended in the paddock area will be removed by Event Officials, and placed randomly in the trailer park, and a team penalty applied.
- e) No dogs or pets are permitted on the property of Winton Raceway.



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- f) **Smoking, naked flames and spark generating devices are prohibited in pit lane, pit garages and the pit area.**
- g) Gas BBQs, gas stoves and open fires are not permitted in the pit lane, garages, carports, marquees, or anywhere else in the paddock and support areas.
- h) No more than two persons per team are allowed to be at the pit wall at any one time, and they must be adequately attired with long trousers covering ankles, closed shoes and a shirt. No spectators are allowed at the pit wall.
- i) The directions of Pit Lane and Paddock Marshals must be obeyed and repeated offenders will be penalized.

Failure to comply with these regulations may result in penalties at the discretion of the Clerk of Course. For the purpose of these regulations, the event commences at 1400 hrs on Friday and concludes with track closure on Sunday.

### **8.3 SUPPLY OF OFFICIALS**

Flag Marshals will be supplied by the Victorian Flag Marshalling Team and team volunteers.

Fire Marshals will be supplied by RaceSafe.

Pit and Track Marshals will be under the control of the Clerk of Course as appointed by AROCA.

Because of the ongoing difficulty in attracting officials at Events, each Team is to supply an official to assist the organisers. This person is to be nominated on the Official Entry Form Application. The nominated person may be rotated by the Team during both days of the event, but only with the prior permission of the Clerk of Course. The nominated person shall report to the event secretary's office on both mornings of the Event on 23rd and 24th October at 8.30am. Penalties will be applied if volunteer officials are late at their appointed reporting time. Team Manager's are responsible for the appropriate age and clothing of officials. Officials must be at least 16 years of age. and be clothed in a minimum of long trousers, fully covered shoes and sleeved shirt (short sleeves are acceptable).as Pit Lane duty may be required. Officials supplied by the Teams will only be allocated duties commensurate with their abilities and experience and which they agree to perform. They will be supervised by experienced officials. The duties may include sash changeover control, Pit Lane marshal, assisting Scrutineering vehicle control, vehicle recovery, refreshment distribution, paddock parking control, marshalling area officials, runners etc.

### **8.4 TENTS, MARQUEES, BBQS & GARAGES**

Tents and marquees may only be erected in the Paddock areas with approval of and at the direction of Winton Motor Raceway. Note that a cash penalty will apply for tent pegs driven into bitumen. No tents or BBQs are to be erected on the grass area in front of the kiosk. The cost of repairing any damage to garages used by Teams during the event will be borne by the team involved.

Marquees may be hired from:

Benalla Mitre 10 Home & Trade Tool Hire

45 Sydney Rd, Benalla - 03 5762 6727

North East Party Hire

22a Carrier St, Benalla - 03 5762 1115

24 SEVEN EVENTS AND PARTYHIRE

Parfitt Rd Wangaratta VIC 3677 (03) 5721 43742

It is compulsory for each team to clear and clean their allocated garages after the event and return the garage to the way it was presented to them at the start of the event. Failure to do so will result in the team bearing the cost of cleaning and repairs, and the withholding of the team's results.

### **8.5 ACCESS TO ALLOCATED GARAGE(S) ON FRIDAY**

Limited, strictly controlled access will be granted to the pit lane garages and rear paddock area on



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**Friday 14th October from 15:00 until 17:00 only.** This is to partly alleviate congestion at the track on Saturday and in and around the town of Benalla.

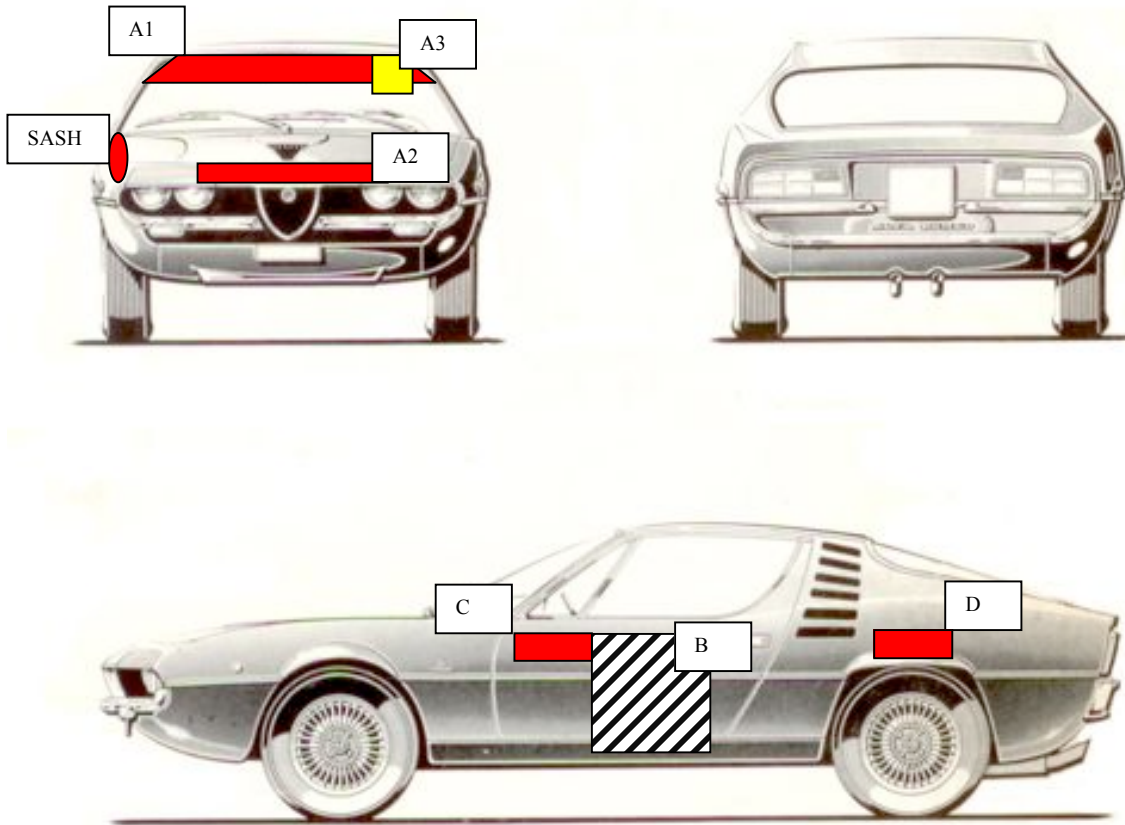
**NO ACCESS IS PERMITTED TO PIT LANE OR THE CIRCUIT AND NO TESTING, ETC IS PERMITTED.**

Access to the garages will be via the rear doors and strictly under the supervision of an AROCA 6-Hour Committee official. Teams can deposit cars and equipment only into their pre-allocated garage doing so at own risk. Neither AROCA, the sponsors nor the circuit are responsible for any security whilst cars and equipment are placed at the circuit during this time. Teams can provide and fit their own padlocks to the garage doors if they wish for added security. Be aware that you will be sharing the double garage. Hence, the other team will need access as well.

**Note** – Do not access any garage until authorized to do so by the AROCA 6-hour official on duty. Garages are pre-allocated and labeled with an A4 sheet showing the team number. Before accessing any garage, the team **MUST** locate the AROCA 6-Hour official who will identify that team's garage to them and authorize them to access the allocated garage. Any team accessing its allocated garage or selecting any garage before reporting to this official will be penalized as deemed fit by the event organizer. This is to ensure the safety of all attendees, as the circuit will be "hot" during this time.



## Appendix 1 - VEHICLE SIGNAGE



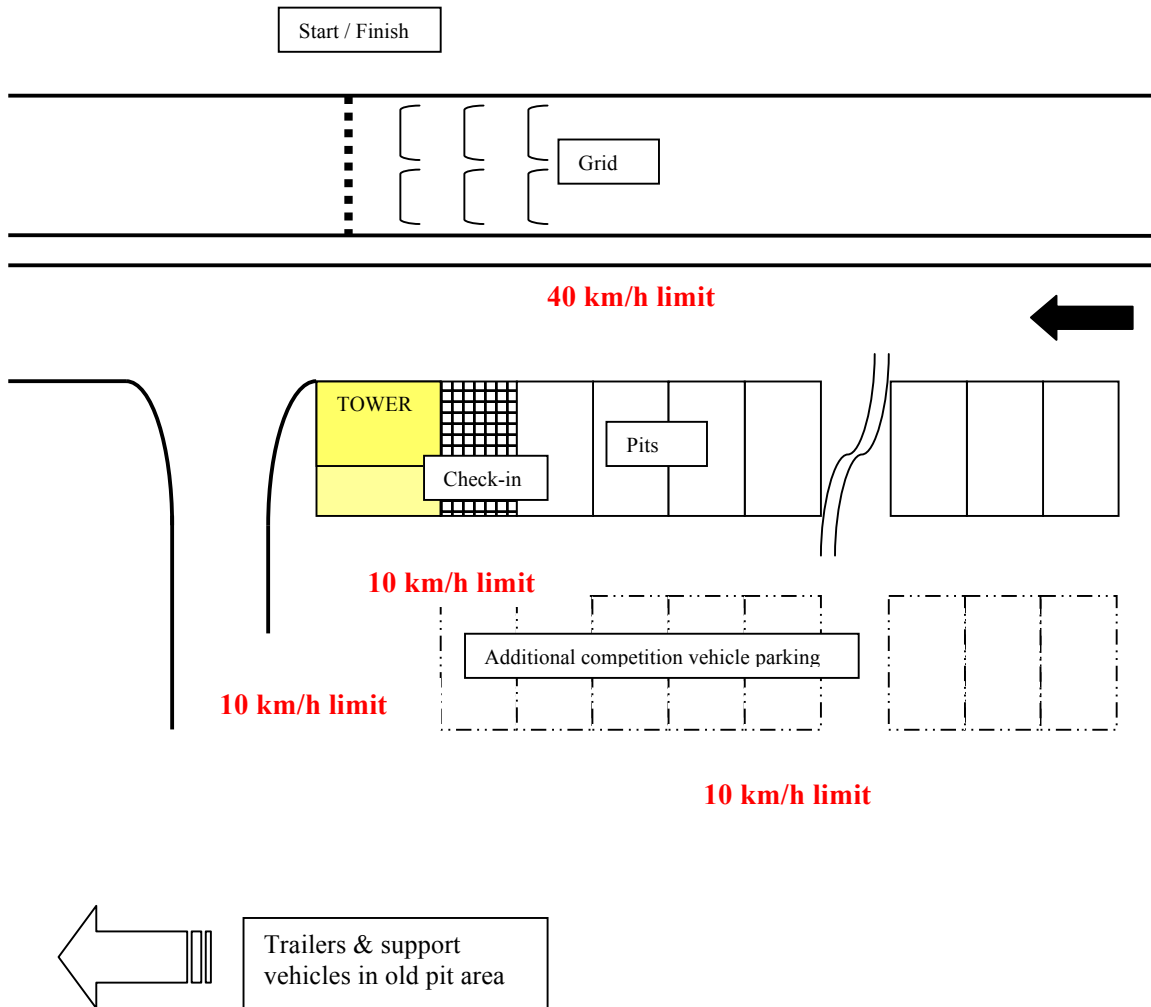
Area	Description	Size	Details
A1	Windscreen strip TBC	1500mm x 100mm	Naming Sponsor logo (RDA)
A2	Bonnet strip	1500mm x 100mm	Alternative Naming Sponsor logo for A1 on low windscreen vehicles only
A3	Top LH corner of windscreen	150mm Day Glo Yellow numbers	Competition number
B	Driver & Passenger door	230 x 40 mm Bold numbers in contrasting colour to vehicle's duco.	Competition number
C	Event Decal TBC	400mm x 100mm	Naming Sponsor logo (RDA)
D	Event Decal TBA	400mm x 100mm	Major sponsor logo
Sash	Event sash	150 mm x 17mm	



## Appendix 2 - PIT AREA

Map showing pits, paddock and highlighting differential speed limits in pit lane vs in front of garages vs paddock.

The slower pit lane is the area between the pits and the double white lines painted on pit lane.





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if we are the only supplier of dorian then will we only have small type? There are some trays available for the large Dorians available. The Dorian fits to the tray using ZIP ties. ZIP ties and race tape should be part of your race kit.



The small Dorians are typically fixed with tape. There are two small holes that must face UP where



50 x 85 x 9 mm to the vehicle sill using race

holes for the charging pins these are mounted on edge.

Dorians will be issued to competitors at check-in. There will be a list of Dorian serial numbers and competitors names will be recorded against each unit. A Dorian is required for each driver. Dual entered cars will require 2 Dorians that must be swapped as drivers swap.



*Alfa Romeo Club* **6 hour Relay**  
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