



LAKESIDE PARK
Lakeside 300 – Round 2 QLD Endurance Championship
SPECIAL REGULATIONS
September 28th – 29th 2019

THESE REGULATIONS ARE TO BE READ IN CONJUNCTION WITH THE RACERS OPERATIONS MANUAL.

THE EVENT

The event will be conducted under RACERS rules and regulations, the RACERS Operations Manual applies; copies of which are available from the Circuit Office upon request for those that do not have a copy. An electronic copy of the document can also be found on the RACERS website here - <https://racers.world/documentation>. All competitors are requested to familiarize themselves with this document.

THE RACE

The Lakeside 300 is a race for Sedans, Production Sports Cars and Invited Cars and will be run over 300 kilometers at Lakeside Park. The fastest lap time permissible for any car will be fifty seven and a half seconds (0.57.50). Each vehicle entering the LAKESIDE 300 will be driven by a minimum of two (2) drivers and maximum of three (3) drivers. The organizers reserve the right to not accept an entry without stating a reason.

TIMING

All timing will be done using the Westhold timing system. Enduro timers will be allocated by Queensland Raceways and a deposit will be required. As these timers are different to the normal timers it is a requirement that all timers are returned to QR at the end of the event.

PRACTICE

All drivers must practice in their nominated car. There will be two (2) x 25 minute Practice Sessions (One for each Driver). It is permissible to swap between the entered drivers in that car in the Practice sessions. A Driver must complete 3 laps in practice or seek dispensation from the Traffic Manager.

QUALIFYING and GRID POSITIONS

There will be two qualifying sessions of twenty-five (25) minutes duration. The first session will be made up of the slowest 50% vehicles in practice and the second session will be made up of the fastest 50% vehicles in practice. Either driver may qualify in these sessions.

The fastest time of either driver will determine the car's grid position for position 11 and onwards. The fastest 10 vehicles will participate in a 'top ten shootout' for grid positions. If a car does not participate in the top 10 shootout it will be placed in to a division 1 higher than it had qualified.

The field shall consist of the fastest 40 from qualifying (as above).

a) THE BORDER TOWING CHALLENGE

The Car that qualifies on pole position has the option to start at rear of grid. If they then win the race they also win a prize of \$1000. If the team that qualifies on pole declines the challenge, the team that qualified second may accept or decline, and should they decline, the team that qualified third has the option. If declined the Challenge does not proceed and teams qualifying after third place will not be able to enter the challenge.

STARTING DRIVER NOMINATION

All drivers must nominate their starting driver for the LAKESIDE 300, by notifying the Race Secretary no later than one (1) hour after qualifying has finished on 28th September. Failure to nominate the starting driver will result in the vehicle commencing the LAKESIDE 300 at the rear of the grid.

ORDER OF START

Starting positions will be determined by the qualifying order for position 11 onwards, with the first 10 places being determined on the result of the Top 10 Shootout.

Any vehicle that qualifies in the top 10 but fails to record a Lap in the Top Ten Shootout, will be recorded as last place or next to last place in the Top Ten Shootout, and will automatically receive a 10 grid spot penalty.

START PROCEDURE

The starting procedure will be a rolling start.

Cars will complete a warm up lap and form up on the grid.

The starter will green flag the field away on the formation lap

The pole sitter will maintain 80km/h on the formation lap and therefore control the pace to the start line with assistance from Race Control via the driver's radio system. If the Starter is satisfied that all cars are formed up correctly, he will indicate the start of the race by waving the green flag. All vehicles must remain in position until they reach the start line. No overtaking the row in front is permitted until your vehicle has crossed the Start Line.

CAUTION, CLAMPDOWN, CANCEL

During the race it may be necessary to go to a full course CAUTION.

Drivers will be advised specifically of the problem by Race Control via the driver's radio and at the same time the track lights will be used.

The full course CAUTION will see all lights go stationary YELLOW except the light immediately before the incident that has caused the caution, which will be FLASHING.

Keep racing under a full course CAUTION, but NO OVERTAKING IS PERMITTED BETWEEN THE FLASHING YELLOW AND THE INCIDENT. Once past the incident drivers may resume racing.

NOTE this will only be used in what Race Control believe to be a very temporary situation

Where a vehicle recovery is required we will go CLAMPDOWN.

Again Race Control will make this call via driver's radio with specific details and at the same time track lights will go STATIONARY RED.

Drivers are immediately required to cease racing and REDUCE SPEED TO 80km/h WHILST HOLDING STATION WITH THE CAR IN FRONT.

This is NOT an opportunity to catch up with the car in front and if you do you will get a drive through penalty. During a CLAMPDOWN service vehicles will be on track and you are required to give them room to complete the task at hand, you are required to follow the instruction given by race control via the driver's radio.

Once the cleanup is completed and service vehicles are clear, Race Control will call FULL COURSE GREEN via the driver's radio and all track lights will go off.

AT THAT POINT you resume racing, DO NOT wait until you get to the start finish line.

NOTE you may pit under CLAMPDOWN and merge in safely upon exit of pit lane.

In the worst-case scenario it may be necessary to CANCEL the race.

Should this occur Race Control will call CANCEL via driver's radio and at the same time the track lights will go FLASHING RED.

Reduce speed immediately and return to pit lane.

NOTE emergency vehicles have absolute right of way on the race track once a CANCEL has been called.

DRIVERS

Both Drivers 1, 2 & or 3 must be nominated on the official entry form.

No driver may do more than 78 laps.

A driver may only enter one (1) car in the event. There will be no cross entries.

All co-drivers must report to a marshalling official in pit lane to obtain a code word to prove their Driver's Radio is working before completing a driver change. Failure to comply will result in exclusion from the event.

DIVISIONS (CLASSES)

Divisions for the LAKESIDE 300 will be determined by the fastest qualifying lap time. There will be a total of Seven Divisions as listed in the below table. If any team records a lap faster than the fastest time allowable for that division more than two times, the clerk of course will issue a penalty as listed in Schedule 1 –LAKESIDE 300 Penalties – i.e. competitors will receive two (2) warnings, and will receive a penalty upon their third infringement. Competitors are able to nominate a faster division with approval from the Traffic Manager no later than 30 minutes prior to commencement of the Race.

Prior to the start of the event, the Traffic Manager reserves the right to re-allocate vehicles into Divisions based on previous lap times recorded. This includes times from Official Practice of the event.

DIVISION BREAKDOWN & COMPULSORY PIT STOP (CPS)

The minimum number of CPS for refueling for all cars will be as scheduled as follows:

Division	Qualifying Lap Time	Number of CPS
D1	0:57.50 to 1.00.00	2 stop
D2	1:00.01 to 1.02.00	1 stop
D3	1:02.01 to 1.04.00	1 stop
D4	1:04.01 to 1.06.00	1 stop
D5	1:06.01 to 1.08.00	1 stop
D6	1:08.01 to 1:10.00	1 stop
D7	1:10.01 and above	1 stop

- On completion of each Pit stop, the team-nominated Pit Stop Observer will log the time and work completed during CPS. This Pit Stop Log is to be delivered to the Race Office after the completion of the pit stop. If the pit stop log is not received by closure of the CPS window, any pit stops completed will not be recognized.
- Failure to complete the CPS satisfactorily will result in a Penalty issued by the Clerk of Course.
- Failure to attempt a CPS will result in an eight (8) lap penalty.
- Any Pit Stop including refueling must take a minimum of five (5) minutes.
- A CPS must comprise of at least refueling & a driver change.

The window for compulsory pit stops will be open from Lap 25 onwards until Lap 100 of the race at which time the CPS window will be closed. The "window" will be defined when the race leader crosses the start-line on lap 26. Fuel stops are still allowed after the pit window closes but do not count towards the Compulsory Pit Stop.

The opening and closing of the CPS window will be advised over the driver's radio and by a horn in pit lane.

Pit stops and driver changes to the car other than CPS are permitted at any time. Other work can be done on the car at all stops once refueling has been completed.

The Team Manager, or his appointed person with each car is responsible for ensuring any of the CPS taken during the race is a minimum duration of 5 minutes.

DRIVER'S BRIEFING

A compulsory driver's briefing for the LAKESIDE 300 competitors will be held in the Briefing room **Saturday Morning** immediately after the event briefing which will be held at 8am at the Briefing Room. Driver's wrist bands will be marked to confirm attendance. NO MARK ON WRIST BAND, NO START.

PIT LANE ALLOCATION AND BEHAVIOUR

Pit Lane Car Ports will be allocated by the RACE SECRETARY.

There is a 10kph speed limit in pit lane which will be STRICTLY enforced. Any speed over 10km/h will incur a drive through penalty. Race Control and the pit lane radar display are judges of fact in relation to pit lane speed infringements.

Care must be taken at all times not to interfere with any other competitor or crew.

Any competitor entering or exiting pit lane in an unsafe manner be given a stop/go penalty. Race Control is the sole judge of fact.

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 must be closely supervised by a responsible adult while in pit lane.

All personnel in pit lane must wear appropriate non-flammable clothing.

All personnel in pit lane must wear appropriate non-flammable long sleeve clothing and enclosed footwear.

MAINTENANCE IN PIT LANE

A maximum number of four (4) crew members will be permitted to attend to a vehicle during pit stops. This does not include drivers assisting each other or driver's assistants when changing over drivers.

If repairs or adjustments are required underneath the car, jack stands must be in place after the vehicle is raised.

Jacking (lifting) equipment is limited to one (1) only manually operated hydraulic trolley jack. The removal and replacement of wheels must be done with either a manual wheel brace or a pneumatic air operated tool or an approved battery-operated tool with a fire Marshall equipped with an extinguisher in attendance.

TYRES

Tyres are free. At no time during practice or racing may the tread, when measured at any point, be less than 1.5mm depth, save that this does not apply to the shoulder of the tyre where excessive wear may occur due to steering and cornering.

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

- (a) All refuelling personnel must be attired in a minimum of flame proof clothing 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. goggles/glasses). The wearing of a full-face helmet is recommended in addition to the above. The refuelling equipment must be as per the regular fuel system diagrams for refuelling as issued by RACERS for the LAKESIDE 300.
- (b) At all times refuelling of the vehicle must only be carried out in Pit lane or the area designated as a refuel zone.
- (c) The maximum number of persons permitted to assist in refuelling the car is two (2) plus the car controller and the Fire Marshall(s).
- (d) At all times during the refuelling of the car, one person must act as the fire attendant and must be ready and located less than one meter behind the person refuelling the vehicle with a **working** fire extinguisher (not less than 4.0kg). The fire attendant must **NOT** participate in any other activities other than the duties of a fire attendant during the entire activity.
- (e) Competitors must provide one (1) x up to date, tagged and fully functional fire extinguisher (of a minimum capacity of 4.0kg (with 9kg fire extinguishers being strongly recommended) per car under their control.

- (f) Smoking is not permitted in pit lane, the pit lane garages and/or the paddock during the meeting.
- (g) 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 4.0kg fire extinguisher be present.
- (h) The car must be connected to the other grounding connection (earthed) for the duration of all refuelling operations.
- (i) Teams are permitted to Practice with their refuelling outside of Lakeside 300 session by arrangement with the Traffic Manager.
- (j) The vehicle must be stationary at all times during refuelling.
- (k) It is advisory to notify the designated refuelling officials of your intended refuelling no less than one (1) lap before attempting the stop. The onus is on the competitor to prove they have completed the CPS requirements.
- (l) It is compulsory for the refuelling component to take **5 minutes** from the time the car enters pit lane (10km/h sign) until the car exits Pit Lane control line (speed de-restriction sign). The refuelling must **NOT** be conducted whilst servicing takes place. The Pit entry and exit will be marked by white lines.
- (m) Cars must turn off their ignition before refuelling starts. Turbo cars are exempt from turning off the ignition but must abide by point (n) of the refuelling regulations.
- (n) 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 4.0kg (9kg fire extinguishers being strongly recommended). This attendant is additional to the three (3) refuelling personnel.
- (o) Where the fuel filler of the vehicle is located over a wheel, the wheel must be covered by a flame retardant material to prevent the spilling of fuel on hot brakes.
- (p) Competitors spilling fuel during refueling will be penalized as per Schedule 1 –Lakeside 300 penalties. Any fuel spill **MUST BE IMMEDIATELY** cleaned up so as not cause danger.
- (q) No servicing of the car may take place until refueling has been completed.
- (r) All refueling equipment including apparel to be worn by nominated fire marshalls and refuelers must be scrutineered before racing commences. You must satisfy the scrutineers that re-fuelling will be undertaken in a safe matter. Race Control / Scrutineers are judge of fact.
- (s) Once refueling has been completed the number of people that can work on the car is four (4).

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 excluded from the meeting. Pit crew members will be issued with a wrist band to confirm sign on which must be worn during the event.

RECOVERY

Cars experiencing mechanical failure on track during the race will be directed to a safe area over the Driver's Radio where possible. Recovery of cars will occur as and when Race Control see fit during the event. In the event that you have a mechanical failure you must stay in your vehicle unless instructed otherwise by race control over the driver's radio. If you are instructed to exit the vehicle please keep your safety equipment on including the driver's radio as you may be required to assist with the recovery of the vehicle in the event it is flat towed.

OFFICIALS

The officials are all here because they enjoy being involved in motor sport. They all have their specific responsibilities; please follow their instructions or directions so that everybody can have a safe and enjoyable weekend of motor racing. Please refer to the RACERS Code of Conduct in relation to your responsibilities when dealing with Officials/QR Staff.

PIT PASSES

Each LAKESIDE 300 entry will be entitled to two (2) driver and six (6) pit/paddock passes.

IN CAR CAMERAS

In-car video cameras will only be permitted if official permission is given by the Traffic Manager and the mounting of the camera is approved by the meeting scrutineers. Please note suction cap alone is NOT sufficient.

NO SMOKING

Smoking is prohibited in pit lane and the paddock area. Failure to do so may result in exclusion of your team from the event.

PETS & DOMESTIC ANIMALS

Pets and domestic animals are not permitted in any part of the venue.

Schedule 1 – LAKESIDE 300 Penalties

Infringement	Penalty	Issued By
Fuel Spill – minor (less 100ml)	1 minute added to time	Clerk of Course/Race Director
Fuel Spill – major (more 100ml)	5 minute added to time	Clerk of Course/Race Director
Division break out 3 rd occurrence	5 lap penalty	Clerk of Course/Race Director
Division break out 4 th occurrence	10 lap penalty	Clerk of Course/Race Director
Division break out 5 th occurrence	Exclusion from race	Clerk of Course/Race Director
0:57.50 lap time break out 3 rd occurrence	Exclusion from race	Clerk of Course/Race Director
Start line overlapping	Drive through penalty	Clerk of Course/Race Director
Driver not exiting car during fuel stop	Drive through or after race penalty of 2 minutes	Clerk of Course/Race Director
CPS not 5 minutes	Stop-go for balance of time short or post-race penalty of 2 minutes plus time short on CPS	Clerk of Course/Race Director
Driver completing more than maximum laps	Exclusion from race	Clerk of Course/Race Director
All other penalties	At the discretion of the clerk of course	Clerk of Course/Race Director

NOISE

Due to ongoing issues with noise at Lakeside Park all drivers must do all they can to reduce vehicle noise at all times.

Vehicles will need to be sound tested prior to going on track and must display a "Static Noise OK" sticker from Queensland Raceways before the Marshalls will allow the vehicle to enter the track.

Vehicles must NOT be louder than 90db, tested by a QR static noise test. It is recommended that exhausts do not point out the left side of the vehicle and instead if not pointing directly back, are angled to face the right side of the vehicle.