

DCMR 4 hour Enduro

1. TEAMS

Three teams as requested:

"A" Team : Lezlie / Leo (BLUE TEAM)

"B" Team : Rob / Josh / Randy (TEAM WHITE - LANCIA)

"C" Team : Richard / Henry (TEAM RED - TOYOTA 88c)

Teams will rotate drivers every 20 minutes

2. CARS

Each team provides at least two cars - one needs to have lights for the night 1 hour session.

Cars must be accurate representations of real cars from that era - ie original paint and decal schemes.

Teams will decide on their main car, second & third car back-ups prior to race day

Backup cars will be placed under race control before start of race (see below)

Each team to have one car with lights - preferably back-up car as well.

3. PRACTICE & SETUP

Track will be available for setup on Thursday and Friday - times as requested. Saturday from 10am.

4. RACE (1pm to +/- 5:30pm)

Three daylight sessions of 1 hour will be run with lane changes every 20 minutes.

First session starts at 1pm sharp. Each twenty minutes the race will be paused for driver and lane changes.

Cars are simply shifted to new lane where they are at the time the race is halted. Lane sensors will be re-aligned and drivers take up their new controller stations. Goal is to get this done in about 10 seconds. No work on cars during this phase unless car was already removed from track at the time.

*One car per team, drivers rotate every twenty minutes, each team member needs to race in each lane over the three hours. Teams can re-assign lane rotations each hour but each hour must allow alternates and at the end of the enduro each driver **MUST** have same number of 20 minute sessions*

One compulsory tire change required before 2 hour mark. Can be done at any time. Ground clearance 1mm at all times please - Race Control allowed to check any car at any time if warranted - even during a session if sounds like there could be scraping.

Night Racing

Last session starts about 4:30pm in the dark - track scenery lighting only - Group C cars with lights .

Driver / Lane rotation free choice - rotation by team choice - do as and when you wish.

BACKUP CARS

In the event of total car failure a team is allowed to request swap to next backup car. A penalty of 2 minutes will start from time they request this and release of back-up car from race control.

5. PIT STOPS AND WORKING ON CARS

Cars can only be removed from the track for repairs / tire change etc in the area in front of the pits beyond the light gantry. Other than brush resetting no maintenance can be done on a car part way round the track. A car breaking down can be retrieved for attention and returned to the track in the designated pit area (beyond light gantry).

6. RACE CONTROL

As this is a DCMR event Race Control will fall under either Richard or Henry during the event.

Deslot / crashes will have an 8second time delay penalty

Race Control will be responsible for :-

Follow race flow and advise current race positions

Warn slower cars they are being lapped by a car that is ahead of them in the race

Determining 20minute time segment for lane changes

Yellow flag any driver seen bumping another off (two 8 second penalties)

Record lap sessions every 20 minutes as well as any fastest times

Timer delay will be set at 8 seconds - this will allow teams to work on their cars and not have to marshal but it would be expected for all available to be active marshaling when possible

7. RESULTS

Overall Winner - Most number of laps completed by each team

Individual Winner - Most number of laps by individual drivers over 1 hour (see notes below)

Handicap Winner - Most number of laps by team counting from their best 7 segments (see notes below)

8. DESLOT and DRIVER INTERFERENCE

This is not a sprint race and we need to be mindful of respectful overtaking and lapping:

LAPPING - race control will alert cars in lower race positions being lapped. If a car is gaining ground on cars ahead they are free to race but both cars will be penalized if they bump the other off

*BUMPING must be obvious - no ambiguity. Only **side swiping** will be considered - a lead car tailing out and being de-slotted by a following car is not considered bumping off. If a following car is de-slotted by a tail swinging car in front that is also not considered as a **side swipe**.*

Ideally I would like to see a system whereby the driver acknowledges that he has caused a de-slot. Agreed there are times when this is questionable but I hope in the spirit of a fun club event we can abide by the spirit of the intent here.

9. SCORING

Individual Winner :-

Three driver teams complete 4 x20minute sessions for each driver. Drivers can drop one of their 20 minute sessions and score their best three

Two driver teams complete 6x20minute sessions for each driver. Each driver has to drop their best and use their best 3x20minute sessions. This will partially compensate for the generous inclusion of future champions who are new to the club.

Handicap Winner

Each teams best 10 segments. Two driver teams have to discard their best 20minute session.

Pace Car

A fictitious number of pace cars will provide an extra target for the leading teams to chase - based on a pre-determined lap time there will be 15 places available (12 pace and the Enduro's 3 teams).

Positions will be tracked every 5 minutes. The pace car will be reset after the first hour to place the current lead car 1 lap behind the second place on the pace car chart. After that it will remain unchanged till the end.

10. STRATEGY

Every hour teams can re-assign driver rotation

If you are having a bad session - driver getting tired and irritable - use that 20-min session for a tire rotation

11. DCMR Technical Failures

Should a lane stop working there will be a test car at the driver's station to check the track has power. If a lane's power stop working and the trip button has not activated drivers will ask for a race PAUSE. The marshal switch will stop the race and the computer paused whilst the problem is being fixed.