



QRDC 5

Race Meeting

Queensland Raceway

23rd & 24th September 2023



TRACK ATTACK EXCEL FURTHER REGULATIONS (INCLUDING REFUELLING)

This document relates to the EFS 4x4 Track Attack Excel Cup, and shall be further referred to as Track Attack Excel. For the avoidance of doubt, in the situation that any other regulations provide conflicting information, this document shall take precedence.

1. FORMAT

The event shall be run as per the following format.

- 1.1. Qualifying 1 shall be 20 Minutes and will consist of all Competition Vehicles. Either driver can contest this session. This session shall set the grid for 21st – Last Position of Race 1.
- 1.2. Qualifying 2 shall be 15 Minutes and shall involve the Top 20 cars from Qualifying 1. The “B Driver” must contest this session. This session shall set the grid for 11th – 20th Position of Race 1.
- 1.3. The Top 10 Shootout shall feature the Top 10 Qualifying Cars. Any driver can contest this session. This session shall set the grid for 1st – 10th Position of Race 1.
- 1.4. Race 1 shall be 30 Laps on the National Circuit. There will be a Compulsory Pit Stop with a minimum Pit Lane Transit time of 2min 30 Seconds, and a driver change must be completed during this pit stop. Both drivers must contest this race. Additional pit stops are permitted, and for all additional pit stops (non-CPS) there is no minimum pit-lane transit requirement. The results of Race 1 shall set the grid positions of 11th – last for Race 3.
- 1.5. Race 2 shall be a Top 10 Shootout Race, which will feature the Top 10 Finishing cars from Race 1. The duration of this race shall be 4 laps on the National Circuit. Any driver can contest this session. Should a competitor in this session be deemed to be at fault in an incident of car-to-car contact, and the other vehicle/s involved were not able to reasonably complete the race, that driver may have a penalty imposed whereby they will start Race 3 from Rear of Grid.
- 1.6. Race 3 shall be 96 Laps on the National Circuit. There will be a Compulsory Pit Stop where refueling will be permitted, with a minimum Pit Lane Transit time of 5 Min 30 Seconds. During this pit stop, a driver change must be completed. Additional Pit Stops are permitted, and if refueling is not being undertaken, there is no minimum pit-lane transit requirement however should the team wish to undertake an additional fuel stop, the minimum pit-lane transit time of 5 Minutes 30 Seconds will apply,



2. REFUELLING

- 2.1. Refueling must be conducted in accordance with AASA Appendix 6, with additional Approved Refueling Devices being 20L Jerry Cars & Syphon hose, hand operated pump or electric pump. All other Appendix 6 requirements must be adhered to.
- 2.2. Teams must supply a minimum of 1 x Fire Blanket to be placed over the wheel closest to the refueling point.
- 2.3. It is highly recommended that teams provide additional Fire Blanket/s to line the ground area under the refueling.
- 2.4. Any team which drops any amount of fuel onto the ground (approx. size of a 5c piece or larger) will receive a 5-minute time penalty.
- 2.5. For the avoidance of doubt, any drops of fuel onto a drip tray, fire blanket or any similar surface shall not be considered fuel dropping onto the ground as per 2.4. The ground is defined as the paved surface of the Pit Lane.
- 2.6. No works may be done on the Competition Vehicle while refuelling is taking place. Teams are permitted to jack the car on one-side to aid with refueling, however jacking must be completed prior to refueling starting, and must not be lowered off the jack until refueling has concluded.
- 2.7. Driver change may not be undertaken while refueling is taken place. It is highly recommended that Driver 1 exits the vehicle prior to refueling taking place, with Driver 2 entering the vehicle after refueling has concluded.

3. PIT STOPS

- 3.1. The Compulsory Pit Stop for Race 1 shall have a minimum pit-lane transit time of 2mins 30seconds.
- 3.2. The Compulsory Pit Stop for Race 3 shall have a minimum pit-lane transit time of 5mins 30seconds.
- 3.3. During any Pit Stop, the maximum number of crew permitted over the line shall be 6 (including car controller & driver assist).
- 3.4. Any Crew Member who is within 1m of a refueling activity must be attired as per Appendix 6. For the avoidance of doubt, this excludes the Car Controller from being required to be in refueler's attire on the provision that they remain a minimum of 1m from the refueling activity.
- 3.5. The car controller may enter the Pit Lane approximately 1 lap prior to the Competition Vehicle entering the lane. All other personnel must remain behind the pit line until the car has come to a complete stop.
- 3.6. Once the car has become stationary, the car controller may participate in the pit stop, however compliance with Appendix 6 must be adhered to at all times.
- 3.7. All persons (including the car controller) must be behind the pit lane line prior to the Competition Vehicle departing.
- 3.8. Pit Lane speed is 40kph.
- 3.9. Competition Vehicles are prohibited from stopping at any location in Pit Lane, other than their allocated Pit Bay.



- 3.10. Any vehicle driving excessively slow in Pit Lane and/or impeding another competition vehicle shall be penalized.
- 3.11. Any Competitor that fails to meet with CPS Minimum Pit Lane Time by <10 Seconds shall receive a drive-thru penalty.
- 3.12. Any Competitor that fails to meet with CPS Minimum Pit Lane Time by >10 Seconds but not more than >20 Seconds shall receive a 2 Minute penalty.
- 3.13. Any Competitor that fails to meet with CPS Minimum Pit Lane Time by >20 Seconds or fails to complete a CPS at all shall be Disqualified from the event.

4. DRIVERS PARTICIPATING IN PIT STOP ACTIVITIES

For the avoidance of doubt, Drivers are permitted to participate in Pit Stop activities, subject to compliance with Appendix 6, Event Supplementary Regulations & these Further Regulations.

5. RED FLAGS IN QUALIFYING

Any driver who causes a Red Flag during a Qualifying Session shall have their fastest time deleted and will not be permitted to continue participating in that session. Any driver who fails to comply with this requirement and continues to participate in the session may be disqualified from the relevant session.

6. COMPULSORY PIT STOP WINDOW

- 6.1. For Race 1, the Compulsory Pit Stop Window will open at the completion of Lap 10 (coming around to start Lap 11) and shall close at the completion of Lap 19 (coming around to start Lap 20).
- 6.2. For Race 3, there shall be no Compulsory Pit Stop Window. Teams are permitted to take their Compulsory Pit Stop at any time.
- 6.3. Compulsory Pit Stops may be completed under Safety Car Conditions.

7. SAFETY CAR DEPLOYMENT

- 7.1. Should a Safety Car be required, it will be deployed in-front of the leader of the race. In the instance where the leader of the race elects to pit, the Safety Car will pick-up the next car in the train behind the leader who was deemed to be in the lead of the race at the time that the Safety Car Boards & Flags were deployed.
- 7.2. In the interest of quickly returning to Green Flag Conditions, "lapped traffic" will not be waved by the Safety Car.