

Special Regulations

APRA - 2 x One Hour Endurance Races

16-17th August 2025

1. The Race

- a) The APRA 2 x one hour endurance races are for cars that comply with APRA Technical Regulations. The race event will consist of 2 x 1 hour endurance races to be held at One Raceway, Goulburn. Each vehicle entering the race event will have a maximum of two (2) drivers.

2. Qualifying and Grid positions

- a) a) Any driver who has never previously competed at the circuit must participate in the qualifying session. If a driver is unable to practice or qualify, they will not be permitted to race on that day unless approval is granted by the Clerk of Course. Each driver must complete at least three laps in at least one practice/warm up or qualifying session.
- b) The fastest time in qualifying of either driver will determine the car's grid position for Race 1.
- c) Race 2 will be as per finishing results from Race 1.

3. Starting Driver Nominations

- a) All competitors with two drivers must nominate their starting driver at least 60 minutes before the start of the race.
- b) For competitors with only one driver, no nomination is required.

4. Start Procedure

- a) All cars must be in the pre-grid prior to the 1-minute board. Failure to do so will result in starting from Pit Lane
- b) The race will commence with a standing start.
- c) When the starter is satisfied with the grid, they will indicate 5-seconds, and the standard light start will apply. You must be on the grid or in pit lane at the 5-second signals to come under starter's orders. The position of the front wheels in relation to the grid line will be a determining factor in respect to a false start – Cars must be stationary with the front wheels on or behind the grid line at the time of the start signal (Extinguishing of the red light)
- d) All cars must start from their grid position. (no filling of grids)
- e) If a competitor starts from pit lane, their allocated grid position will remain empty. Any competitor starting from the grid must start from their allocated grid position.

5. Sponsor decals

- a) Each entrant must display any sponsor decals provided by the event organiser or category manager.

6. Race Receivers

- a) All drivers and co-drivers will be required to use race receivers during competition (Competition means all practice, qualifying and racing sessions.). Race receivers can be purchased from Motor Racing Australia or the category manager. During competition, the race receiver system will be used to advise drivers of safety issues, Safety Car and emergency response vehicles entering the circuit and other important information.
- b) Competitors WILL NOT be permitted onto the circuit without a working race receiver. Any competitor who does not have a working race receiver when pit lane opens may be prevented from entering the circuit until the issue is resolved.
- c) It is recommended that team managers also have access to a race receiver so that they are aware of instructions from race control to drivers on the circuit.

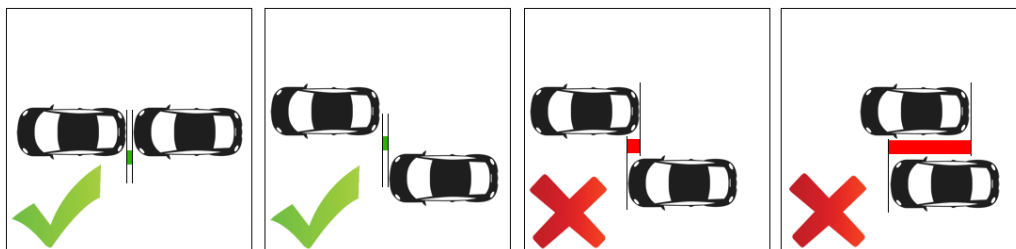
7. Two way Radios / Pit Crew Radios

- a) Competitors running car to crew radio systems are prohibited from operating on the following channels.
- b) UHF Channel 5 and 35 (476.525 and 477.275 respectively) - these are for emergency use only.

- c) Competitors are also asked not to use frequencies in the following ranges; UHF Channels 31 to 38 (470.000 to 477.500), Channel 22 (476.950) and Channel 23 (476.975), and channels in the frequency ranges 455.000 to 460.000 and 490.000 to 499.000. These channels are restricted and regulated and fines may apply to competitors operating on these bands.

8. Safety Car

- a. During the event, incidents may occur which will require the deployment of the Safety Car. The purpose of the Safety Car is to control the field of competing cars so the appropriate response to incidents is possible.
- When the Safety Car conditions are applied, all flag points around the circuit will display a yellow light or flag along with the White SC board. At the same time Race Control will broadcast the message "Safety Car, Safety Car, Safety Car".
 - All competing crews are to immediately drive with caution (Yellow Flag Conditions) and continue around the circuit joining the queue of cars behind the Safety Car.
 - The Safety Car will enter the circuit from the Pit Lane Exit Road. All cars will line up in single file behind the Safety Car maintaining a maximum distance of five car lengths from the car in front.
 - The speed of the Safety Car will be managed by Race Control as required.
 - Once the field is under control behind the Safety Car, The Safety Car Observer may signal to following cars to overtake the Safety Car. This is to ensure the leader (or other relevant car) is directly behind the Safety Car for the re-start.
 - When the Safety Car is directed to leave the circuit, the flashing lights will be turned off prior to Turn 15 and it will enter Pit Lane via the Pit Entry Road.
 - When lights on the Safety Car are extinguished, all tyre warming (weaving/acceleration/braking) by all cars is to cease.
 - As the leading car approaches the Start Line, the signal to resume racing will be given by the Starter waving a Green Flag, at which time the yellow light and SC will be removed progressively around the circuit and replaced by a green light.
 - At the restart, drivers are not permitted to overtake or overlap the car in front until they have crossed the start/finish line.



- Pit Lane will function as normal during Safety Car conditions, except that Pit Exit will be closed as the Safety Car exits Turn 12 until the car at the end of the S/C Train passes Pit Exit.
- All laps completed under Safety Car conditions will be counted as race laps.

9. Compulsory Pit Stop (CPS)

- All cars must complete a minimum of one (1) pitstop, the duration of which must be no less than 3 minutes (180 seconds).
- The duration of the compulsory pit stop will be measured from the time the car enters pit lane (40km/h speed limit sign) to the time the car exits pit lane (speed derestriction sign).
- Failure to complete the CPS satisfactorily will result in a penalty as per Section 11.
- Refuelling is NOT permitted during the window.
- The window for the CPS will open when 15 minutes of the race has been completed, and close when 45 minutes of the race has been completed.
- A vehicle shall be deemed to have commenced a CPS when pit window is open, and the vehicle enters pit lane (crosses the timing control line at pit entry). A vehicle shall be deemed to have completed a pit stop when the vehicle exits the pit lane (crosses the timing control line at pit exit).
- A competitor in pit lane prior to the opening of the CPS window will be required to exit and re-enter pit lane to commence their CPS. A CPS will be valid if started during the window but may finish after the window closes.

- h) If the Safety Car is on the track during the CPS window, the window will not be extended. Conducting a CPS while the race is under Safety Car conditions is permitted.
- i) There will be a board displayed and/or air-horn sounded at the start/finish line to advise when the CPS window is open and closed. This board will be displayed for 2 laps when opening pit lane, and 2 laps when closing pit lane for the purposes of a CPS.

10. Other Pit Stop Requirements

- a) A Car Controller **should** be appointed for each vehicle, who is responsible for the safe conduct of any pit stop and specifically for the safe release of the vehicle at the conclusion of the pit stop.
- b) Should a driver change be performed, the drivers may assist each other to exit and enter the vehicle. Alternatively, a driver's assistant may be used to assist with a driver change or a single driver exiting and re-entering the vehicle
- c) During the CPS, only 5 persons may work on the vehicle.
- d) A driver entering or exiting the car, and their assistant if used, is not included in clause 10(c).
- e) The Car Controller may only cross the prescribed line into pit lane one (1) lap prior to the pit stop.
- f) The driver's safety harness must be fastened before the vehicle leaves its allocated pit bay.
- g) All crew, except the Car Controller, and equipment must return behind the prescribed control line before the vehicle can leave its allocated pit bay.

11. Penalties

Penalties will be applied by the Clerk of Course, the Stewards, and the Chief Timekeeper. Any CPS penalties will be carried out by a Pit Lane Official in Pit Lane. All Lap penalties will be post applied by Chief Timekeeper. All Drive Through penalties will be done via the black flag procedure during competition or post applied when time does not permit during competition.

Section	Infringement (for each and every occurrence)	Penalty
A	Failure to complete CPS correctly, or within the pit-stop window	Five (5) lap penalty
B	Failure to attempt CPS at any time during the race	Ten (10) lap penalty
C	Spilling fuel during refuelling	Five (5) lap penalty
D	Exceeding 40km/h in pit lane	Drive through penalty
E	Failing to comply with officials directions	Drive through penalty
F	First occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Ten (10) lap penalty
G	Second occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from Race
H	Third occurrence for the meeting of an offence in relation to AASA NCRs Section G11.2 (g), AASA NCRs Section G11.2 (j) & AASA NCRs Section G11.4 as deemed by the Race Director, Clerk of Course, Stewards or category management.	Exclusion from event
I	Any other offence as per AASA NCRs Section G11 deemed by Race Director, Clerk of Course, Stewards or category management	As per official determination