HOBART SPORTING CAR CLUB Inc

REGULARITY ENDURO

EVENT MANUAL

This Manual is written as a guide for Regularity Endurance Entrants and Officials It should be noted that where there is a discrepancy between this Manual and the Event Supplementary Regulations the Event Regulations will take precedence.

Version 7.2 – April 2026

REGULARITY ENDURO USERS MANUAL

Section 1 The Event

The Baskerville 1000 and the Symmons Plains Six Hour are 6 hour regularity enduro events run by Hobart Sporting Car Club Inc at Baskerville and Symmons Plains Motor Racing Circuits under Motorsport Australia Modern Regularity Standing Regulations.

The Events are intended as a low cost, family orientated, low pressure introduction to Motor Sport.

Vehicles will be crewed by teams of three to six eligible drivers competing in vehicles that are eligible under Hobart Sporting Car Club Regularity Enduro requirements.

Each team will run one driver at a time who will aim to match a lap time nominated by the team prior to the start of the event. The team will nominate a 'dry' time and a 'wet' time.

Points are scored by the team if the vehicle falls within the allowable 'time window' slower or faster than the nominated time. Vehicles outside the 'time window' will score nil points

The organisers have nominated a 'Minimum Lap Time' for each circuit. Laps faster than that Minimum Lap Time will be noted by Officials of the Event and repeat offenders may be penalized.

The event is not a race but an event where discipline and consistency in driving by team members contribute to outright success and personal satisfaction.

Since the introduction of the Baskerville 1000 events in February 2019 over 100 new and retired drivers have entered the subsequent events, thereby significantly contributing to viability of Circuit Racing events in Tasmania.

1.1 Spirit of The Event

Regularity Enduro Events provide an opportunity to experience motorsport at club level in a unique environment where teamwork and consistency are the features, rather than outright speed and fastest lap times.

Many participants - drivers, pit crew and volunteer officials - are new to motorsport so there's an expectation from organisers of a high degree of respect, sportsmanship and camaraderie from all participants, at all times, in this family-friendly atmosphere.

Those who would treat this regularity team endurance event as a race or traditional speed event should not consider entering.

1.2 Expectation of Competitors

Competitors will:

Be familiar with, understand and comply with Motorsport Australia rules and event Supplementary regulations;

Understand and obey flag signals;

Observe the starters box at the commencement of each lap and comply with any flag signals displayed;

Respect official's instructions;

Report any injuries occurred during the event, on or off the track, to the Secretary of the Meeting and

Drive in a manner to reduce the risk of accidents and be considerate of other competitors and their investment in their vehicles. This includes being respectful of fellow drivers recognizing that many are first time or inexperienced competitors.

1.3 Expectation of Officials

Officials of the Event will:

Be familiar with, understand and comply with Motorsport Australia rules and event Supplementary Regulations;

Carry out their duties in a fair and effective manner in accordance with the Rules of the event;

Enforce penalties and sanctions in a fair manner and

Be respectful to fellow officials and other participants in the Event

1.4 The Vehicle

1.4.1 Basic eligibility

The basic vehicle must have been genuinely purchased for $2000 or less. Proof of purchase price shall be supplied on request from the event organisers.

1.4.2 What alterations might be made

Vehicles may be fitted with upgraded tyres, wheels, suspension, replacement brake rotors and pads of the same type as original equipment, seats may be removed and a single bucket or race seat fitted. Roll over protection may be fitted. Seat belts must be at least three point although a full harness is recommended. ***Note: Where a HANS compatible 'narrow' seat belt is used all drivers must wear an approved HANS Helmet device.***

Motor and gearbox must be of original type and specification

Drivers window may be up or down. Drivers door window nets are not compulsory but highly recommended.

1.4.3 Allowable tyres

Tarmac Rally / Track Day competition tyres are excluded and tyres must be of similar specification to road tyres normally fitted to the vehicle

1.4.4 Scrutiny requirements

The vehicle must be capable of passing a safety orientated scrutineering which will focus on suspension. steering, throttle return springs, brake lights, condition of tyres and wheels and general cleanliness in regard to oil and hydraulic fluid leakages.

Vehicles must not be fitted with any form of timing device including dash or otherwise mounted mobile phones and GPS devices that may assist the driver to achieve required lap times. Speedometers and Engine Revolution Counters are allowed.

1.4.5 Timing Transponders

Timing transponders will be supplied by the event organisers. The transponders will be placed in supplied mounting brackets, which will be affixed under the passenger side floor. The bracket may be retained on the vehicle for future events. The transponder must be returned at the end of competition.

1.4.6 Tow Points

Each competing vehicle shall be fitted with a suitable Tow Point, front and back, sufficient to take the weight of the vehicle if it is stranded on or off the track. If the tow point fails the Event will not take responsibility for any damage caused subsequently whilst the vehicle is removed to a point clear of the track.

1.5 The Driver

Licence requirement - A minimum of Motor Sports Australia Level 2 Speed Event Licence plus experience deemed sufficient by Organising Committee

The minimum clothing standard is as for Speed Events, but shall be at least neck to wrist to ankle clothing and leather covered shoes. Driving gloves and full race suits are recommended

Helmets must comply to Motorsport Australia Speed Event requirements

All drivers must evenly share driving duties with a maximum driving stint of 40 minutes. The Clerk of the Course may apply penalties where driving stint allocations are not in keeping with the spirit of the event. The driving stint duration is measured at the Out Control point in pit lane meaning that driving stint is inclusive of time on track and time spent performing a driver change and time spent traversing to Out Control. Allowance is made for refuelling stops or mechanical repair stops.

Drivers may be changed during a refuelling stop, in pit lane or in the general pit area during a stop for mechanical reasons.

Each time the vehicle approaches Stop/Go the driver will indicate clearly, **hand outside vehicle in air** showing the wrist band colour corresponding to his number within the team (Blue = 1, Orange = 2, Green = 3 and Pink = 4)). The official will record time of day as well as the team number as a check on driver times in vehicles.

1.6 Team Manager and Pit Crew

Prior to commencement of the event the Team Manager will provide the Clerk of Course with a nominated time for dry and wet track surfaces. These times are fixed for the event

Team Managers and Pit Crew must sign on prior to competition and will be issued with an appropriately coloured wrist band by event organisers. The Team Manager will provide a mobile phone number which will be used as the primary contact method between event management and a team for official notices. When the Team Manager is involved in driving duties the mobile phone must be passed to another team member who will assume responsibility for the receipt of official notices.

Only team members with a wrist band issued by the organisers will be allowed in Pit Lane, the Refuelling Area and the designated Signalling Area.

Section 2 General Rules for the event

2.1.1 Start procedure – Event Start

Cars will line up in Pit Lane (Symons Plains) or the Dummy Grid (Baskerville) prior to the start of the event. The organizer will determine the start order. There will be two display laps prior to the commencement of the event and the organizer may nominate cars to head the display laps. The first lap is completed in formation and the second lap is completed in single file. When the Clerk of Course is satisfied that the field is in order the green flag will be displayed indicating commencement of the event.

2.1.2 Start Procedure – Recommencement After Red Flag

When appropriate, vehicles will be signalled to leave Pit Lane in single file, keeping to the side of the track for approximately 100 metres (This is the normal line for all vehicles leaving pit lane during the event) and follow the Safety Car on a warm up lap. The green flag will be shown when the event is ready to recommence.

2.2 Safety Car Procedure

The Safety Car is used to lead the field round prior to commencement, recommencement of competition or change in track condition. During a Safety Car Period Flag Points will display a yellow flag and a Safety Car Board (**SC**).

Prior to commencement or recommencement of the event the Safety Car will carry out a clearing lap and stop on track past Pit Lane Exit. On command from Event Control Pit Lane Exit will be opened and the Safety Car will move off.

Competitors are expected to maintain single file at a gap of approx. 4 car lengths from the preceding vehicle.

If a Safety Car is called during the competition the Safety Car Driver, after display of Flags and Boards, will find a gap in traffic and proceed onto the track. Vehicles will line up in the usual manner.

The Safety Car shall proceed at approx. 80 KPH displaying flashing roof top lights and flag points will display waved yellow flags and Safety Car Boards. On request from Event Control the lights will be turned off. At a designated point the Safety Car will pick up speed leaving the first car in the queue acting as the Virtual Safety Car.

The Virtual Safety Car will maintain a maximum speed of 80 KMH allowing the Safety Car to open a substantial gap When the green flag is displayed the Virtual Safety Car and following vehicles may recommence competition.

Cars in the queue are expected to maintain recommended gaps until the green flag is displayed. Drivers not complying with this instruction may be penalised.

2.3 Dry / Wet track conditions.

The Clerk of Course will determine at which point the status of the track shall change from Dry to Wet or Wet to Dry.

Generally, the decision is taken in reference to timing and the number of competitors on track scoring points. Whilst a number of competitors are scoring points the current status quo will continue.

2.4 Flags

Flag Points The organisers will, depending on availability of officials man the following flag points:

Baskerville minimum - points **2**, **4** and **6** plus points **3** and **5** if sufficient officials.

Symmons Plains minimum - points **2**, **4** and **6** plus **1** and **7** if sufficient officials.

The start finish point will also display yellow and green flags where practical.

2.4.1 Flags Displayed at Start line

Green

Used to signify start of the event after safety car period

Red

Event has been stopped. All vehicles to reduce speed significantly, maintain position (**ie do not overtake)**, be prepared to take evasive action or stop and, if possible, return to pit lane. No mechanical work, rRefuelling or driver change may take place during a red flag.

This flag is also displayed at all manned flag points.

Black

Displayed with car number

Due to some unsportsmanlike behaviour the driver of the vehicle bearing this number is to proceed to pit lane, stop at the base of the control tower and wait instructions from event organisers.

The driver may be cautioned, held for a period of time or if found necessary removed from the event.

Black / White Triangles

Displayed with car number

Driver of vehicle bearing this number is driving in an unsportsmanlike manner and further indiscretion will result in a higher level of action by the organisers.

Black / Orange Circle

Displayed with car number

The vehicle bearing this number has a mechanical deficiency and is to proceed to pit lane, stop at the base of the control tower and wait for instructions from event organisers

A mechanical deficiency may include a faulty transponder which will be replaced by event organisers

Chequered Flag

Shown to signify end of competition.

2.4.2 Flags Displayed at Manned Flag Points

Red

Event has been stopped. All vehicles to reduce speed, maintain position (**ie do not overtake)** , be prepared to take evasive action or stop and, if possible, return to pit lane. No mechanical work, Refuelling or driver change may take place during a red flag. Time spent under the red flag will not count towards a driver's time in vehicle

Yellow

Used at flag points to indicate caution, there is some problem between the point and the next flag point. This includes incidents between competing vehicles, a vehicle stopped on or adjacent to the track, debris on track etc. Also used during a Safety Car period.

The official waving the yellow flag is to wave it in a manner that the next point can observe thus triggering a green flag at that point. (Note Green Flag not used during Safety Car Period until restart of competition)

In the instance that the track is blocked to the extent that competing vehicles may have to leave the competition surface OR officials are on the track surface TWO yellow flags will be displayed.

The requirements of drivers under a yellow flag situation is to reduce speed, maintain position (**ie do not overtake**), be prepared to take evasive action and in the case of a double waved yellow be prepared to stop. Passing may not take place until the Green Flag noting the end of the Yellow Flag Section

Blue

In the context of the Baskerville 1000 the blue flag is used to indicate to a driver that a faster vehicle is behind or rapidly gaining and is likely to make a passing move in the following sections of track.

The driver receiving the blue flag is to maintain speed and line and is not to make a sudden interruption in speed or change of racing line.

The driver behind the signalled car may pass on the outside of the corner if safe to do so but may not dive under or force a way through while out braking the slower car.

This is a common error by experienced drivers in the Baskerville 1000 and often results in a black flag.

Drivers in slower cars are driving to their nominated times and have the right to do so. It is up to the faster and experienced drivers to find a safe way past

White

Slow moving vehicle (competing car, fire, recovery vehicle etc) on track.

Be aware and be prepared to take evasive action as you pass.

Red/Yellow Stripes

Formerly known as the 'oil flag' indicates a possible lack of adhesion due to substances on track, may include oil spill, coolant, gravel, debris.

Be aware and be prepared to take evasive action.

Note when the red/yellow flag is withdrawn the track may not be back to original condition and the current state of the track is now the norm.

Green

Indicates to a driver that he has reached the end of the Caution Section' and may commence normal speed and passing.

At a Safety Car start is shown to indicate that the Clerk of Course has given the signal for the competition to recommence. The green flag is waved simultaneously at all points for one lap.

2.5 Leaving Pit lane

Drivers are expected to obey instructions from Stop/Go officials.

Drivers are to indicate their position in the team by holding Wrist Band in clear view of Stop/Go officials.

All vehicles leaving pit Lane are to remain hard left (Baskerville) or hard right (Symmons Plains) for approximately 75 metres before merging with any event traffic.

Any driver leaving pit lane and not following this instruction will be deemed to be driving dangerously and will be black flagged.

2.6 Pit Lane

There is a speed limit of 20 KMH in Pit Lane

Mechanical work other than basic activity to restart a stalled or immobile car is not allowed. Wheels may not be changed in Pit Lane

Driver changes may take place in Pit Lane, in the Refuelling Bay after refuelling is completed or in the general Pit Area.

2.7 Pit Signalling

One signed on member of a team at a time with appropriate wrist band may pass on information via pit signals to drivers provided it is done in the prescribed area in pit lane adjacent to the safety fence or the grass area adjacent to Pit lane. All signals must be hand held and no higher than an arm length above the head of the signaller.

Once trackside signalling has been completed the team member must move to at least the opposite side of pit lane.

Electronic signalling devices may not be used.

Pit signals are not permitted for the 'current lap' at any time. All signals are to reflect (the prior lap) Natsoft official event timing which is measured at the Start/Finish line. Regular signaling audits will be conducted during the event on all signalling methods. Severe penalties will be applied to teams that signal 'current lap' times or parts thereof. No signalling device may be fitted to the Pit Straight fence.

2.8 Refuel Check Point

Competitors before entering the general Pit Area for refuelling or mechanical repair will report to the Refuelling Check Point.

Vehicles proposing to proceed to Refuelling will have their number and time of day recorded on a control sheet. A 'sticky note' will be placed on the vehicle windscreen containing the vehicle number and the earliest time the vehicle may re-enter Pit Lane (time of day plus 7 minutes).

When refuelling is completed the vehicle on return to Pit lane will be held at the Refuelling Check Point until the time shown on the 'sticky note' elapses. The' sticky note' will be removed at the Stop/Go point where the fuel stop will be recorded

Vehicles proceeding to the general Pit Are for mechanical repair will have their number and time of day recorded on the control sheet. A 'sticky note' will be placed on the vehicle windscreen containing the vehicle number and the letters 'MR'. The control sheet will also note that the vehicle is proceeding to the Pit area for repairs. There is no minimum time restriction on reentry to Pit Lane. If the team subsequently decide to refuel a sticky note will be issued at the check in point with a time 7 minutes from request.

2.9 Refuelling procedure

The Event organisers will nominate a place at the Refuelling Point where fuel may be stored prior to refuelling. Any container used for fuel must meet safety requirements and shall clearly display the competition number of the car for which it will be used.

Organisers reserve the right to ask competitors to remove containers which are deemed to be unsuitable.

At the Circuit **all** refuelling including pre-event top ups may only take place at the nominated refuelling point. A minimum of 7 minutes is allocated for all refuel stops after the commencement of competition. Each vehicle in the event must make at least two refuelling stops.

A vehicle proceeding to refuelling must **STOP** at the refuelling control adjacent to the tower. The official at the point will record the vehicle number and the time of day.

Only vehicles bearing a 'sticky note' issued by the refuel Check Point may proceed to the refuelling area... This note will indicate to refuelling officials that the vehicle has been recorded and refuelling may occur.

The vehicle may proceed to the refueling area as directed (Baskerville Scrutineering Bay or designated Pit Lane area at Symmons Plains), wait until entering an available bay following a signal from a refuelling official. It is possible that a bay may not be free, in which case the vehicle will have to wait in line until a bay is available.

Once the vehicle is in the refuelling bay the engine must be switched off, the driver must leave the car, a fire blanket placed over any wheel close to the refuelling point and then refuelling may commence.

Crew members or drivers carrying out refuelling must be wearing at least the clothing requirements for drivers of the event including appropriate eye protection from fuel spills or fire. Wearers of an open helmet must wear goggles, Wearers of full face helmets must have visors down. Hand cover is recommended.

Only two team members (including driver(s) or pit crew) at a time may take part in the refuelling process.

A driver change may take place at the end of refueling.

2.10 Vehicle Breakdown

The driver of a vehicle that is unable to continue in the event and is unable to return to the pit area under its own power is advised to move the car, if possible, to a safe spot on the edge of the track.

The driver must remain in the vehicle unless specifically requested by an official to exit it.

Race Control will protect the driver and vehicle with appropriate flag signals.

2.11 Penalties

Drivers may be penalized by way of a formal warning (black/white) flag, stop/go with or without a time penalty, loss of points or exclusion from the event if deemed appropriate by the Clerk of Course.

Matters which may incur a penalty include:

Being quicker than the minimum lap time:

Improper driver behaviour;

Dangerous entry or reentry to track;

Safety Car breach and

Racing another competitor

A full list of penalties is contained in Schedule A Infractions and Penalty Document.

2.12 Timing

All Competitors will be timed by the way of DATA-1 (Dorian) transmitter. All Competitors will be required to carry a transmitter during practice and competition. Dorians will be issued by the organisers unless a competitor provides their own. Please notify the event secretary of the Dorian number being used if not using one issued by the promoter.

2.13 Fuel

All competitors are to use commercial fuel as defined in Schedule G of the Motorsport Australia Manual. Please Note: There is no fuel available for purchase at either track.

2.14. Fire Extinguishers in Garages/Carports or Paddock

Each Competitor is recommended to provide, for each Automobile that they enter, a minimum of One operable 4.5kg ABE powder fire extinguisher complying with Australian Standard AS 1841.5.

2.15 Accident Notification

A Team Leader must notify an accident to the Secretary of the meeting regardless of whether or not an injury has occurred. This includes minor collision damage which necessitates a pit stop or a driver change to rectify damage.

2.15 Mufflers

All vehicles must be fitted with an effective muffler that diminishes the sound of the engine exhaust. The maximum noise emitted by the car must not exceed 95dBa measured at 30 metres from the track using approved measuring equipment.

Competitors are reminded that irrespective that the car is fitted with a muffler, the Clerk of the Course may at their sole discretion; prohibit that car from participating if the level of noise is considered to be unsatisfactory. There shall be no appeal against such a decision.

2.16 Parc Ferme

If, at the conclusion of an Event, a vehicle is required to enter Parc Ferme, it will be directed from the finish of that event to the Parc Ferme enclosure under the supervision of an official. The vehicle shall remain in Parc Ferme for at least 30 minutes after the posting of the provisional results or until the Stewards of the Event order its release. Competitors not complying with a lawful direction to place their vehicle in Parc Ferme may be reported to the Stewards with a recommendation of exclusion from the results of the Competition and may be subject to a Stewards Hearing.

2.17 Protests and Appeals

Protests must be lodged in writing and handed directly to the Clerk of the Course, or if this is not possible, to the Stewards of the Event, in accordance with the NCR and accompanied with the appropriate fee. Only the Competitor or his appointed representative has the right to protest. The appeal procedure is conducted in accordance with the NCR.

2.18 Fire Extinguisher and Oil Soak Usage

The club reserve the right to levy the cost of replacement fire extinguishers ($100 each) and/or oil soak ($25 per bag) on the competitor for which these items are required to be used.

2.19 In-Car Timing Systems, Non-Factory Displays and Cameras.

In-car timing systems either visible to or capable of communicating times to drivers are strictly prohibited and if detected will result in immediate exclusion from the event. This includes mobile phone and associated apps or radio systems from pit crew to driver. Smart watches, digital watches, chronograph analog watches or devices capable of connecting to the internet or wi-fi capable are not permitted. Other timing devices capable of transmitting alarms via loop recording or similar are not permitted. Where factory head units are fitted to the car it must be rendered inoperable. Non-standard head units are not permitted. In-car cameras may be used provided they are mounted behind the driver and are not capable of transmitting audio. Camera installations require approval of the Chief Scrutineer. Non factory displays are not permitted. Detection of breaches of this rule may result in immediate exclusion from the event.

Section 3 The Officials of the event

NOTE: EVENT OFFICIALS ARE NOT TO ACCESS THE TRACK PROPER WITHOUT SPECIFIC APPROVAL FROM EVENT CONTROL

3.1 Stewards of the event

Stewards are appointed to the event by Motorsport Australia and include the following functions:

Enforcement of the Supplementary Regulations;

Settle any issue that may arise during the event;

Impose and/or endorse penalties;

Exclude any vehicle deemed to be unsafe;

Modify the event timetable;

Stop temporarily or permanently all or part of the event

3.2 Clerk of the Course / Deputy Clerk of Course

The Clerk of Course has ultimate authority for conduct of the event in accordance with the Supplementary Regulations

This includes:

Keeping order including meeting Government and Motorsport Australia general OHS and other requirements;

Liaising with Event Stewards;

Ensuring that sufficient properly qualified officials are in attendance;

Ensuring that officials have the information and equipment required to carry out their tasks;

Ensuring that drivers and vehicles are eligible for the event; and

Prepare and provide to the Stewards of the Event required reports

The Clerk of Course or other official will, following the display of a black flag advise reasons for the action to the driver, at the designated stopping point, and advise any penalty that might be applied.

3.3 Secretary

The Secretary of the meeting is responsible for the planning of the Meeting which includes:

Publication of Supplementary Regulations;

Receipt and processing of entries;

Recruitment and deployment of officials;

Ensuring each official holds the appropriate licence;

Supply of information and equipment to officials and

Ensuring each driver holds the appropriate licence.

3.4 Chief Timekeeper

The duties of the Chief Timekeeper include:

Ensuring the timing equipment is compliant with the relevant standards;

Recording the time taken by each competing vehicle and

Preparation and signing of timing results and distribution to the Secretary of the event.

3.5 Chief Scrutineers

The duties of the Chief Scrutineer include:

Performing general examination of vehicles and apparel for safety and compliance with the rules and

Perform specific compliance or safety examination when requested to do so and preparing and signing appropriate reports

3.6 Fire Marshalls

The primary duty of fire marshalls is to attend to any track or pit related fire and use their supplied equipment to make the scene safe. Grass fires will be dealt with using appropriate onboard water storage.

3.6.1 Fire and Rescue

Units will be located at appropriate points.

Rescue equipment will be used in conjunction with advice from medical response crew members.

3.6.2 Refuelling Stand By

A Fire Vehicle with at least two crew will be located at the entry to the event refuelling point

Bays, each separated by a vacant bay, will be under event control

Vehicles shall access the bays as directed and, if necessary, will be held in order until a Bay becomes available.

A ‘sticky note’ bearing the vehicle’s number and time out will be evidence that the vehicle may be refuelled.

Any vehicle arriving from the general pit area without the correct sticky note must be held until the crew arrange the correct sticker at the Refuel Control Point.

Engines must be turned off and the driver must leave the car before refuelling commences.

Two crew members (includes drivers) may carry out refuelling. A wheel adjacent to a filling point must be covered in a fireproof blanket and the crew must wear compliant clothing including appropriate face protection. Goggles must be worn with open face helmets. Visors must be down with full face helmets. Gloves are recommended.

3.7 Flag Marshalls

Flag Marshalls are located at designated points adjacent to the Racing Surface and their duties include:

Signalling by appropriate flags, to drivers of potential danger on the track surface past the point or proximity of passing or faster vehicles;

Signalling to drivers that a faster car is following and is likely to overtake at or past the flag point.

Ensuring that the event is run in a sportsmanlike and fair manner, and to control misbehaviour by report to Event Control;

Reporting to Race Control incidents or accidents within the area controlled by the post;

Suggesting to Race Control the mobilization of a service vehicle, ambulance and fire or recovery vehicle;

Protecting each driver from any danger or difficulty which they may be unable to foresee;

Advise Race Control of the stopping of any vehicle and where possible the nature of any tow required.

Clearing and cleaning the track after an incident, oil spill or spreading of gravel etc.

Flag Points are located in such a manner that each point can see the preceding and following manned point. At Baskerville this may mean sections of controlled track may include 2 TO 4, 4 TO 7, 7 TO 2 or at Symmons Plains 2 to 4, 4 to 6, 6 to 7 and 7 to 2. As a consequence, under yellow flag conditions, passing may be restricted over a large section of track.

3.8 Pit Lane Officials

Pit Lane officials work in pit lane. Their duties include:

Lining up vehicles prior to commencement of competition,

Monitor driver changes in Pit Lane;

Monitor speeding in Pit Lane;

Monitoring work on vehicles in Pit Lane;

Monitor pit to driver signalling ensuring only those signalling are located adjacent to the track and

Pass on instructions from Event Control to competitors and team members.

3.9 Recovery

3.9.1 Flat Tow

Located at Flag Point 4 or Pit Lane shall be deployed on request of Event Control

Crew shall tow vehicles by tow rope back to Pit Area. Where possible at Baskerville the vehicle should be towed through the infield. Vehicles leaking fluids are not to be flat towed on the track surface.

Drivers must follow instructions of recovery crews

3.9.2 Lift Tow

Used where vehicles are not suitable for flat tow. Shall be deployed on request from Event Control

When vehicle is safely located on flat tray the vehicle is to proceed on to the track proper as soon as possible. Entrants will be under Safety Car conditions and will be expected to give due consideration.

Drivers must follow instructions of recovery crews

3.10 Refuel Check Point officials

Located adjacent to Control Area at base of Tower at Baskerville, Entry to Pit Lane at Symmons Plains. In the case of inclement weather the control point may be located undercover.

Check Point officials register vehicles proceeding to refuelling or Pit area for repairs.

Sticky Notes, showing car numbers and earliest event reentry time for refuel visits, are placed on inside of vehicle windscreens

After refuelling the vehicle is held adjacent to the Control Point until the Time Out has elapsed.

Cars reentering after mechanical repairs may reenter at any time.

The sticky note is left on the vehicle.

If a vehicle that has undergone mechanical work chooses to refuel a team member will need to request a refuelling sticker. The clock starts from the time of the request.

3.11 Safety Car Officials

Located at end of Pit Lane

The Safety Car is used to lead the field round prior to commencement, recommencement of competition or change in track condition. The Safety Car shall proceed at approx. 80 KPH displaying flashing roof top lights and flag points will display waved yellow flags and Safety Car Boards.

On request from Event Control the following process will take place:

> Baskerville: At a point after Skyline - Point 4 the lights will be turned off and at Calvins (beginning of main straight) – Point 5 the Safety Car will pick up speed.
>
> Symmons Plains: At a point after The Hairpin - Point 4 the lights will be turned off and at the main straight sweeping curve – Point 5 the Safety Car will pick up speed.

Thus leaving the first car in the queue acting as a virtual safety car.

The virtual safety car will maintain a speed of 80 KMH until the green flag is displayed at the Start Line and all other manned flag points.

At other times the Safety Car Crew will act as Driving Standards Observers.

3.12 Starter

The Starter and assistant are located in the Starters Box adjacent to the Start Finish Line. Their duties include:

Waving the green flag to signify commencement or recommencement of competition; The flag is shown to all competitors;

To signal to specific numbered cars, bad sportsmanship or requests to return to Pit Lane;

Wave the chequered flag to signify the finish of the event. {The flag is shown to all competitors) and

Indicate to drivers by way of appropriate signs, official change of track status from DRY to WET and vice versa.

3.13 Stop / Go officials

Stop/Go officials are located at the end of Pit Lane. Their duties include:

Record vehicle number, driver and time of day on control sheet for vehicle joining the circuit;

Remove refuelling ‘sticky notes’ and note that refuelling has occurred on control sheet

Feed vehicles out of Pit Lane when safe to do so;

Notify Event Control of any vehicle joining the Track in an unsafe manner

Assist Pit Lane Marshalls in lining up cars prior to start of competition.

3.14 Judges of Fact

The following officials are regarded as judges of fact for the event for matters under their jurisdiction:

Clerk of Course, Deputy / Assistant Clerks of Course to the General Event;

Secretary of the Event;

Chief Timekeeper;

Chief Scrutineer;

Safety Car Officials in regard to Driving Standards;

Any official specifically appointed as a Driving Standards Observer;

Any Official appointed as Chief Pit Marshall and

Fire Marshalls in regard to refuelling activities;

REGULARITY ENDURO ROLL OF HONOUR

Baskerville 1000

	Date	Place	Team	Vehicle	Laps	Points
1	2 February 2019	1st	Phil Morris Motorsport	Falcon AU	227	744
		2nd	Gulf Mirage	Mirage	231	690
		3rd	Wilcox Racing	Commodore	222	670
2	3 February 2019	1st	North of Creek Road	Falcon	245	960
		2nd	Twin Rusty's Racing	Starlet	234	955
		3rd	13CABS	Excel	235	830
3	13 July 2019	1st	RBR Australia (1)	Mirage	235	765
		2nd	Team McQueen	Integra	227	730
		3rd	Baily Racing	Magna	238	715
4	14 July 2019	1st	North of Creek Road	Falcon	240	885
		2nd	Poor Performance	Mirage	249	810
		3rd	Team Neptune No 2	Astra	256	780
5	29 August 2020	1st	RBMM 1	Mirage	260	855
		2nd	Twin Rusty's Racing	Starlet	254	785
		3rd	Dacka's Boot Camp	Commodore	253	765
6	14 November 2020	1st	RBMM Vehicle Services	Mirage	260	920
		2nd	Marco Racing	VW Golf	259	855
		3rd	Wilcox Racing	Commodore	258	835
7	10 July 2021	1st	Tool Racing	Corolla	232	905
		2nd	MJT Motorsport	Excel	233	820
		3rd	SJP Racing Dev.	VW Golf	230	800
8	11 July 2021	1st	Team Elliott	Mazda 323	261	910
		2nd	13CABS	Excel	271	880
		3rd	Hurd Brothers Racing	Falcon FG	256	820
9	27 November 2021	1st	Tool Racing	Corolla	262	945
		2nd	Storm Racing	Hyundai	267	930
		3rd	Powerstroke Automotive	Falcon	252	870
10	21 May 2022	1st	Powerstroke Automotive	Laser TX3	253	1005
		2nd	Tool Racing	Corolla	247	990
		3rd	Myrage Racing	Mirage	258	975
11	22 May 2022	1st	Team Newie	Mirage	272	990
		1st	Renault Racing	Clio	272	990
		3rd	MJT Motorsport	Hyundai	264	965
12	21 August 2022	1st	Myrage Racing	Mirage	262	1015
		2nd	Renault Racing	Clio	267	925
		3rd	13 CABS	Hyundai	265	895
13	6 November 2022	1st	Lance-R-Lot Racing	Lancer	267	1025
		2nd	Newie Racing	Magna	273	1015
		3rd	Tool Racing	Corolla	250	995

REGULARITY ENDURO ROLL OF HONOUR

B1000 (cont)

14	7 May 2023	1st	Myrage Racing	Mirage	270	895
		2nd	Hurd Brothers Racing	Falcon	270	865
		3rd	Wilcox Racing	Commodore	264	850
15	27 August 2023	1st	Yellow Ren-0	Renault Cleo	275	**1105**
		2nd	Myrage Racing	Mirage	276	1030
		3rd	Hurd Brothers Racing	Falcon	**277**	990
16	12 May 2024	1st	Hiroshima Screamer	Mazda 3	268	1015
		2nd	Lance-R-Lot Racing	Lancer	261	1010
		3rd	Myrage Racing	Mirage	**277**	1000
17	9 October 2024	1st	All Torque	Mirage	259	1030
		2nd	Advantage Racing	Mirage	251	895
		3rd	Hiroshima Screamer	Mazda 3	252	870
18	12 April 2025	1st	All Torque	Mirage	283	1085
		2nd	Lance-R-Lot Racing	Lancer	276	995
		3rd	Kingston Auto Repair	Corolla	275	980
19	22 February 2026	1st	Team Newie	Magna	260	833
		2nd	Acton Up	Lancer	258	722
		3rd	Peter Hackson Racing	Excel	255	703

SP6HOUR

1	4 December 2022	1st	Tool Racing	Corolla	238	960
		2nd	Myrage Racing	Mirage	**255**	910
		3rd	Storm Racing	Hyundai	238	880
2	3 December 2023	1st	7.62 Racing Division	Lancer	242	**995**
		2nd	Team Newie	Magna	254	990
		3rd	Hiroshima Screamer	Mazda 323	246	
3	24 November 2024	1st	All Torque	Mirage	256	975
		2nd	Hiroshima Screamer	Mazda 3	244	925
		3rd	Kingston Auto Repair	Corolla	246	920
4	3 August 2025	1st	APR Motorsport	Honda Civic	231	895
		2nd	Lance-R-Lot Racing	Lancer	226	845
		3rd	MyRage Racing	Mirage	232	840