



**2023 KEN LEIGH HQ 4 HOUR**  
*Celebrating 30 years of HQ Enduros*

**ADDITIONAL SUPPLEMENTARY REGULATIONS FOR HQ 4HR COMPETITORS ONLY**

**1. MEETING TITLE, DATE & VENUE**

The Meeting will be known as the Ken Leigh HQ 4 Hour (HQ 4hr) (hereinafter referred to as “the Meeting”) and be held at Winton Motor Raceway, Winton Victoria 09th and 10th of December 2023

**2. ORGANISATION AND STATUS**

**Organising Committee:**

On behalf of the promotor: M FitzGerald, R Whyte, P Brown, P Aitken

On behalf of The HQRA (Vic): A McLeod, R Jardine, R Raatjes

The Meeting will be conducted under the National Competition Rules (“NCR”) and the Standing Regulations (“SR”) of the Australian Auto-Sport Alliance (“AASA”), applicable Category Sporting and/or Technical Regulations, these Supplementary Regulations, any Further Regulations and Bulletins issued for the Meeting and any Driver Briefing Notes and instructions issued by the Clerk of Course.

AASA Permit Number: AASA081223-HQ1324

**3. PROMOTER & ORGANISER**

Winton Motor Raceway Pty Ltd  
PO Box 249  
Benalla Victoria 3671  
Telephone: (03) 5760 7100  
Facsimile: (03) 5766 4249  
Email: [reception@wintonraceway.com.au](mailto:reception@wintonraceway.com.au)

## **4. SENIOR OFFICIALS**

Secretary of the Meeting:	Shannon Jones
Clerk of the Course:	Richard Weston
Assistant Clerk of Course:	Kevin Watson
Chief Timekeeper:	Richard Fung
Chief Scrutineer:	Andy Kilgour
Steward of the Event:	Peter Washington
Judges of Fact:	Richard Weston, Kevin Watson, Richard Fung

## **5. INTRODUCTION**

- 5.1. All Competitors participating in the 2022 Ken Leigh HQ 4 Hour MUST read and abide by the regulations in this addendum in conjunction with those detailed in the leading sections of these Supplementary Regulations.

## **6. DRIVER IDENTIFICATION**

- 6.1. Each Competitor MUST nominate one (1) Driver as Driver A and one (1) Driver as Driver B upon entry to the event.
- 6.2. Each Driver will be issued with a small adhesive label, supplied by the organiser, which MUST be placed on the RIGHT-HAND SIDE of the Drivers' helmet to assist in identification.
- 6.3. These letters MUST be kept in place for each Qualifying Session and race to enable Officials to readily identify Drivers of each car.

## **7. EVENT FORMAT**

- 7.1. The HQ 4 Hour will be conducted in two parts each of 2 hours duration. Part One (1) of the Event will be a race of Two (2) Hour's duration to be held on Saturday 9th of December with Part Two (2) also being a race of Two (2) Hour's duration to be held on Sunday 10th December. Each entry MUST have Two (2) Drivers nominated for each car. A Driver can only be nominated for one (1) car.
- 7.2. The Final Results, at the conclusion of Race Two (2), will be determined by total number of recorded laps in each part of the Event, with the winner being the car and Driver pairing, which at the end of Race Two (2) is classified as having the highest total number of laps and first across the Finish Line when the Chequered Flag is waved at the end of the Part Two (2) Two (2) hour period.

- 7.3. Before each race a Practice/Warm Up Session of at least twenty (20) minutes will be scheduled. There is no restriction on which of the nominated Drivers participate in these sessions save that they may only drive the car they have been entered in.

## **8. QUALIFYING FORMAT**

- 8.1. The Qualifying Format will consist of 1 (one) 20 Minute Qualifying Session for each Driver conducted in accordance with the following procedures.
- 8.2. Driver A must start the first session.  
Driver B must start the second session.
- 8.3. The two (2) fastest laps recorded by each Driver in their relevant session will be tallied and their aggregate time will determine their final grid position.
- 8.4. In the case where a Driver fails to start (DNS) or fails to finish (DNF) their allocated Qualifying Session and do not set a sufficient time to be tallied the two (2) slowest overall qualifying times set in that session will be used to represent that Driver's times to calculate the final grid position for the car.
- 8.5. In a case where neither Driver is able to set two (2) qualifying times each Driver MUST seek permission from the Clerk of the Course to start from the rear of the grid. In the case where two (2) or more cars are so affected the grid positions allocated will be at the discretion of the Clerk of Course who may use any method to determine the starting order of those involved.
- 8.6. A Top Ten Shootout will then take place for the Top Ten cars in qualifying. Any of the invited car(s) in the Top Ten which fails to complete their lap, will start from the rear of the top ten in their qualifying order.
- 8.7. The Final Grid will consist of the fastest forty-six (46) cars (Track Density) based on the process detailed above.

## **9. STARTING DRIVER**

- 9.1. Teams MUST nominate the starting driver NO LESS than 30 minutes prior to commencement of the event to the Clerk of Course.
- 9.2. The starting Driver for Part Two (2) MUST be nominated to the Secretary of the Meeting, NO LESS than 30 minutes prior to Pit Exit opening for the start of the Sunday (Part Two) recommencement.

## **10. RACE DURATION**

- 10.1. The total race duration will consist of two (2) Two (2) Hour Race Parts that when combined will provide a Four (4) Hour Race.
- 10.2. The race time for each part will begin at the commencement of the formation lap and the last lap for each part will commence when the leading car crosses the control (finish) line following the completion of one hundred and eighteen (118) minutes.
- 10.3. If a car takes more than twice the time of the winner's fastest lap time in the race to complete the last lap of each race part, this lap will not be considered when determining the total race distance covered in each part.

## **11. START PROCEDURE**

- 11.1. The start procedure for each part (race) will be a Rolling Start.
- 11.2. Part 1 Start Procedure, Saturday 9th December.
  - 11.2.1. Fifteen (15) minutes prior to the scheduled start of the Formation Lap, pit exit will open an audible warning will sound and cars may leave Pit Lane for one (1) observation lap. At the end of this lap, each car MUST stop on their allocated grid position with their engine stopped.
  - 11.2.2. Pit Lane exit will be closed, and an audible warning will sound five (5) minutes prior to the scheduled start of the formation lap.
  - 11.2.3. An audible warning will be sounded two (2) minutes prior to the closure of the Pit Lane exit.
- 11.3. Part 2 Start Procedure, Sunday 10th December.
  - 11.3.1. Cars may be accessed after 06:30 on Sunday 09th December.
  - 11.3.2. A and B MUST take part in both Part One (1) and Part Two (2) in the same car.
  - 11.3.3. Fifteen (15) minutes prior to the scheduled start of the formation lap, pit exit will open an audible warning will sound and cars may leave Pit Lane for one (1) observation lap. At the end of this lap, each car MUST stop on their allocated grid position with their engine stopped.
  - 11.3.4. Pit Lane exit will be closed, and an audible warning will sound five (5) minutes prior to the scheduled start of the formation lap.
  - 11.3.5. An audible warning will be sounded two (2) minutes prior to the closure of the Pit Lane exit.

- 11.3.6. The race will be re-started with a formation lap behind the Safety Car.
- 11.3.7. All cars MUST be lined up behind the Safety Car, in the order in which they officially crossed the finish line behind the Safety Car at the conclusion of Part1 on Saturday 9th December.
- 11.3.8. The restart procedure will be Starting the Race behind the Safety Car.

## **12. PART 1 PENALTIES & CAR MAINTENANCE/REPAIRS**

- 12.1. Any change to or replacement of a major components overnight, (Engine Block, Cylinder Head, Gearbox, Differential Centre) will incur a lap penalty.
- 12.2. The penalties to be applied will be determined by the Clerk Of Course using the following guideline:
  - (a) for a change of Engine, Cylinder Head, or components thereof: 5 Mins
  - (b) for a change of Gearbox: 3 Mins
  - (c) for a change of Differential Centre: 2 Mins or such other time penalties as may deem appropriate by the Steward of the Meeting in consultation with the Category Administrator and/or Chief Scrutineer.
- 12.3. The seal numbers of these components will be recorded and checked by HQRA. personnel together with the Chief Scrutineer.
- 12.4. All maintenance work on cars MUST finish ninety (90) minutes after the conclusion of Part One (1) on Saturday 9th December. Maintenance work may recommence on Sunday 10th December. No work will be permitted outside these hours.
- 12.5. If the Competitor wishes to restart the race (Part 2) as a result of repairs carried out then they may only do so, with the permission of the Steward of the Meeting and the Clerk of the Course, after having been re-scrutineered by the Chief Scrutineer.
- 12.6. Any part of the car may be repaired provided that the repair is done so that the part or structure is restored to the applicable technical specifications. Any "repair" that serves more than the intended purpose may be deemed illegal.

**All garages must be vacated by 6.30pm.**

## **13. RACE FINISH PROCEDURES**

- 13.1. Part 1 Race Suspension (Finish) Procedure, Saturday 9th December.

- 13.1.1. After Approx 2 hours of racing, a Yellow Flag and Safety Car sign will be displayed, and the Safety Car will enter the circuit at Pit Exit in front of the leading car after it has crossed the Control Line
  - 13.1.2. Each flag point around the circuit will then display a Yellow Flag and Safety Car sign. If a Yellow Flag is already displayed to indicate an incident a 2nd Yellow Flag will be displayed.
  - 13.1.3. All cars having taken this signal MUST reduce speed and form up in line behind the Safety Car and complete a slowdown lap then enter Pit Lane behind the Safety Car and stop and be placed in a Parc Fermé situation.
  - 13.1.4. Once a car has crossed the Control Line and taken the signal it is prohibited from passing another car on the track.in line behind the Safety Car.
  - 13.1.5. When all cars have stopped safely Drivers MUST exit their cars without assistance, except as permitted during a Pit Stop, and walk to their garages.
  - 13.1.6. No work or checking may be done on any car in the Parc Fermé situation.
- 13.2. Any work to be undertaken MUST be identified to the Chief Scrutineer or TA prior to commencement and the car MUST be inspected and given approval by the Chief Scrutineer before being given permission to start in Part 2 of the race.
- 13.3. Part 2 Finish (end of Race) Procedure, Sunday 10th December.
- 13.3.1. The chequered flag signalling the end of the race will be displayed to the (outright) lead car the first (1st) time it crosses the control line after the two (2) hour race duration has elapsed.

## **14. COMPULSORY PIT STOPS (CPS)**

- 14.1. During each part of the Event (each one hundred and twenty (120) minute race) each car MUST complete three (3) compulsory pit stops (CPS) within the prescribed CPS window. For the purpose of calculation, the race time will commence at the start of the Formation Lap.
- 14.2. The first (1st) CPS Window will open twenty (20) minutes after the start of the Formation Lap and close one hundred (100) minutes after the start of the Formation Lap. A Driver change or wheel change may NOT take place until the CPS Window opens.

- 14.3. During the First (1st) CPS only a wheel change MUST occur. It is compulsory that at least one (1) wheel is changed at this CPS.
- 14.4. During the Second (2nd) CPS a change of Driver MUST occur.
- 14.5. During the Third (3rd) CPS only a wheel change MUST occur. It is compulsory that at least one (1) wheel is changed at this CPS.
- 14.6. For the sake of clarity at the First (1st) and Third (3rd) CPS. If a team does not wish to fit other wheels during either of these CPS's the wheel MUST be removed from the car and placed flat and still on the ground, hands of the wheel changer are to be lifted free of the wheel in question, after which it may be picked up and refitted to the car.
- 14.7. At all times only two (2) crew members may be involved in the wheel changing operation. A person assisting the driver and/or refilling a water bottle and the car controller will not be counted as one of these.
- 14.8. During the wheel changing operation the jacking (lifting) equipment is limited to only one (1) manually operated hydraulic jack. The removal and replacement of wheels MUST be performed using a standard, non-modified manual cross type wheel brace the dimensions of which MUST be a Maximum of 370mm on each axis. The use of air tools, air jacking equipment and quick lift devices wheel brace modifications and/or speed braces of any sort are strictly prohibited.
- 14.9. At least one (1) lap prior to the commencement of a CPS the Team Manager, or delegated representative, MUST advise the appropriate Pit Lane Marshal of the Team's intention to stop so as to allow a Marshal to monitor the CPS to ensure compliance with the procedures detailed within these Regulations. Non observance and/or non-compliance of these requirements will be advised to the Clerk of the Course who has the authority to impose a Stop & Go or any other penalty they deem appropriate.
- 14.10. Pit Stops and changes to the car other than those required during a CPS are permitted at any time. Other work may be performed on a car at any Pit Stop once the relevant CPS process has been completed. Only 2 Persons may work on the car in pit lane during the CPS. If you wish to use more crew to work on the car, it must be placed into your garage to do so.
- 14.11. Only ONE (1) Driver Change is permitted during either part (race) of the Event on Saturday and Sunday. The maximum continuous driving time for anyone (1) Driver is seventy-five (75) minutes.
  - 14.11.1. Driving time will be measured from the commencement of the formation lap until the last time the Driver crosses the timing line at the Pit Lane entry before leaving the car.

- 14.11.2. Subsequently, driving time will be measured for each Driver from the time that Driver first crosses the control line after re-joining the circuit through Pit Exit, until the last time the Driver crosses the timing line at Pit Lane entry before leaving the car or until the car crosses the control line on the circuit at the end of the part (race).
- 14.12. In a situation where a car is shown the and Black Flag with Orange Disc (Mechanical Black Flag/Meatball Flag) the car in question may use that stop as one of their CPS stops once the issue/s has been rectified satisfactorily, the car back on the ground with the Driver who was in control of the car is in the car fully belted, with the door shut and window net in place, before any other work can commence. If other work commences on the car before the CPS is completed, then this stop will not be counted as one of the required CPS's.
- 14.13. A car will be deemed to have commenced its CPS when it comes to a complete stop in its allocated pit bay.
- 14.14. Re-fuelling is expressly forbidden at all times from when the car enters the designated Assembly Area until the car leaves the circuit after completion of each part (race) of the Event.
- 14.15. Prior to a car stopping in its allocated pit bay, all associated Team Members (except the Car Controller) and equipment MUST be behind the Prescribed Pit Lane Line. The Prescribed Pit Lane Line is the RED line in front of the Pit Lane Garages between the front of the Pit Lane Garage and the Inner Lane (see Supplementary Regulation 22.1).
- 14.16. Prior to a car safely leaving its allocated pit bay, all associated team members (except the Car Controller) and equipment MUST be back behind the prescribed Pit Lane Line.
- 14.17. A maximum of two (2) team members (not including the Car Controller) are permitted to cross the Prescribed Pit Lane Line to work on a car during a CPS. If extensive work is required to be performed on the car during a pit stop, the car, with prior approval from the Chief Scrutineer, may be permitted to be moved to the garage to complete the work once the CPS is completed. In such instances, when the car is within the garage, the number of team members permitted to work on the automobile is free.
- 14.18. Should a Driver change be performed during a pit stop, the in-coming and out-going Drivers will not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the car, neither Driver is permitted to perform work of any kind on the car during a pit stop until the Driver change has taken place and as long as the maximum of two (2) team members performing work is not exceeded.



- 14.19. Should a Driver change be performed during a pit stop, the in-coming and out-going Drivers will not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the car, neither Driver is permitted to perform work of any kind on the car during a pit stop until the Driver change has taken place and as long as the maximum of two (2) team members performing work is not exceeded.
- 14.20. Should a Driver change be performed during a pit stop, the in-coming and out-going Drivers will not be deemed a team member for the purposes of the above regulation. Other than assisting each other to enter and/or exit the car, neither Driver is permitted to perform work of any kind on the car during a pit stop until the Driver change has taken place and as long as the maximum of two (2) team members performing work is not exceeded.
- 14.21. A CPS may be taken under safety car conditions, but Pit Exit will be closed while the safety car transits the Pit Straight.
- 14.22. A CPS may be taken under safety car conditions, but Pit Exit will be closed while the safety car transits the Pit Straight.

## **15. PIT LANE**

- 15.1. A maximum number of four (4) crew members, whose names are detailed on the Pit Lane Indemnity, will be permitted in Pit Lane to attend to a vehicle during pit stops (except as detailed above for a CPS). This does not include Drivers assisting each other when changing over or refilling of water containers.
- 15.2. A maximum number of two (2) crew members are permitted at the Pit Signalling Wall at any time.

## **16. PIT LANE GARAGES**

- 16.1. Pit Lane Garages will be allocated by the promoter. Garages 1 through 5 are reserved for the teams who finished in those position the previous year. They may then choose which team is in the garage with them, or one will be allocated by the organiser. The remaining garages will be allocated by the promoter.
- 16.2. Special requests for garage allocation must be received a minimum of 14 days prior to the event. Entrants wishing to be garaged together should enter promptly and provide written advice of their preference with their entry. Such requests will be given favour but cannot be guaranteed if the entry is not received promptly.

## **17. PIT CREW APPAREL**

- 17.1. All Pit Crew working on the vehicle during ANY pitstop MUST be wearing long pants, long sleeves and covered footwear.

## **18. TYRES**

- 18.1. All Competitors MUST use Kenda Klever H/P KR15 P235/60R1496H tyres.
- 18.2. A maximum of six (6) tyres are permitted to be used at this Meeting for all Qualifying Sessions and Races. Practice sessions are free from tyre restrictions.
- 18.3. Prior to a car's first Qualifying activity, all six (6) tyres MUST be marked by an authorised representative of the event.
- 18.4. The tread depth of each tyre fitted to a car can be checked at any time during any Qualifying Session or Race. At no time may the tread depth at any point on the tyre, other than the shoulder of the tyre, be less than 1.5mm in depth when measured with an approved tyre tread depth gauge.

## **19. BRAKE ROTORS, WHEELS, AND WHEEL STUDS**

- 19.1. Competitors MUST only use standard original (OEM) style brake rotors and wheel studs.
- 19.2. The Modification of wheels is specifically banned.
- 19.3. A full-threaded wheel nut MUST be used with a minimum of nine (9) full turns to engage the wheel on the hub.
- 19.4. All wheel nuts used in the event must be made available for inspection. If wheel nuts are changed during a CPS, the nuts removed from the car must be given to a pit lane steward immediately.

## **20. FUEL**

- 20.1. Fuel should be purchased from the supplier at the Circuit. This will be the control fuel for the event.
- 20.2. Under OH7S regulations, the storage of more than 40 litres in containers in the garages or paddock area is prohibited. Any Competitor found to be storing amounts of fuel on-site will be referred to the Stewards who in addition to any monetary fine may also exclude the Competitor from the Meeting.

- 20.3. Fuel tests may be conducted to ensure that the fuel used is the same as that supplied by the organizers. Competitors using fuel that does not comply will be excluded and charged with a breach of the regulations
- 20.4. For safety reasons, competing cars may have one (1) catch tank of no greater capacity than one (1) litre fitted to the fuel tank breather and MUST not hold fuel when the car is stationary or starting each of Parts One (1) and Two (2) of the Events
- 20.5. Any breach of the Fuel regulations for this Meeting will be referred to the Clerk of the Course of the Meeting.
- 20.6. Please also note Supplementary Regulation 21 – Fuel Supply, Handling and Storage. In any case where these regulations are in conflict with the Supplementary Regulations issued then these Regulations will have overriding authority.

## **21. TEAM TO CAR COMMUNICATION**

- 21.1. Team-to-car communication is allowed but may only be made via handheld lap board/s.
- 21.2. The use of Radio's or Mobile Phone devices is prohibited.

## **22. COMPETITION NUMBERS**

- 22.1. Each Competitor MUST include their preferred Competition Number on their Entry Form/s. The CA will have the final discretion as to the allocation of Numbers and decide matters when duplicate requests for Numbers are received. Competitors will be advised of the final decision as early as possible, at the latest with the confirmation of Event entry.
- 22.2. Each vehicle must have a competition number on the LHS of the front and rear windscreens. 150mm in Dayglo Yellow. No artistic variation to this rule is permitted.

## **23. VEHICLE SIGNAGE REQUIREMENTS**

- 23.1. Each car MUST display any signage (sponsor decals), together with its required location, as directed HQ Racing Victoria (HQRA Vic Inc). Any Competitor or Driver who fails to comply with this requirement will be prohibited from competing and may, at the discretion of the Stewards of the Meeting, be excluded from the competition until such time as compliance is achieved.