

2017 Six Hour Enduro

Sunday 28th May 2017

Promoted by the Henderson Miniature Motor Racing Club Inc



Event Programme

Practice:	Saturday 27 th May 2017	Track Open	3.00 pm	Practice
		Track Closed	7.00 pm	
Race:	Sunday 28 th May 2017	Track Open	7.30 am	Practice
		Track Closed	9.00 am	Scrutineering
		Qualifying	9.30 am	10 Lap Shoot out, fastest single lap, see Event Rules.
		Race Start	10.00 am	Finish 6 hour computer race time later.
		Prize Giving		

Car Specification:	Chassis	JK Products C43
	Motor	ProSlot PS4002FK
	Bodies	LMP BPA Bentley EXP GB K044 BPA Cadillac LMP 02 K052

One body only for the race.

Entry Fee: \$50-00 per team, payable on the day of the event, or by direct credit into HMMRC ASB Bank Account.

Account No: 012-3083-0144053-02

Pit Space: Each Team will be allocated a pit area, please make sure your equipment fits within this area, we must consider other competitors.

Marshalling: Teams will be allocated corners which they must marshal for the whole 6 hours.


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Event Rules

- Race Length:** 6 hours total, computer timed, the only time that the track will be switched off will be at the time of changing lanes or for track repairs. Each team will race for a total of 1 hour on each of the (6) six lanes, changing lanes at 30 minute intervals.
- Power off:** Any time lost through track repairs or power off for any reason will be made up; the 6 hours will be 6hrs racing time as kept by the computer clock.
- Track Calls:** Braid up
Power failure (one or all lanes)
Debris in slot
A car on the floor is **not** considered irretrievable therefore is not a track call.
Lap counter or track equipment failure
Rider (Car in other than assigned lane)
On top of the bridge
Under the bridge.
Track calls are NOT work breaks but braid may be reset and bodies straightened during track calls.
- Lane Changes:** The time allowed for lane changes will be 45 (Forty Five) seconds. It is the driver's / teams responsibility to ensure their car is on the correct lane with the correct coloured sticker.
- Lane Rotation:** 
- Car Maintenance:** (*Also see track repairs below*) You will be allowed to work on your car when the power is turned off for lane change. Once the Race Controller has noted the amount of laps covered by each team and changed the computer, the power will be switched back on for you to start racing.
- Track Repairs:** If the track has to be turned off for repairs then the cars must stay on the track where they stopped and no work may be carried out on them, if the car is being worked on in the pits then work must stop.
- Qualifying:** **10 Lap Shootout** Lane choice for starting the race, each team to enter one member, that driver will have 10 laps on any lane of their choice to record their fastest single lap, one qualifier at a time, the driver with the fastest single lap will have first choice of the lane that their team will start on, the second then the third fastest will choose.
- Catering:** Individuals responsibility. Tea and Coffee will be supplied.
- Teams:** There will be a maximum of 6 (six) teams with a minimum of 2 members per team and each driver may only drive for a maximum of 30 minutes per turn with a minimum of 30 minute break between drives.

If there is more than six teams wanting to enter HMMRC has the right to choose which teams entries are accepted, taking into account the spread of the teams from within the HMMRC membership.

- Entry Fee:** The entry fee for each team will be \$50-00. Please pay by direct credit into the HMMRC ASB Bank Account.
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Scrutineering: Prior to qualifying, chassis, race body and motor will be presented for scrutineering with the body off, once the body has been attached and scrutineering is done, the car will be impounded in parc ferme. At the completion of the race cars will be returned to parc ferme and may be re-scrutineered, this may involve motors being stripped down for inspection. Cars must remain in parc ferme until all placings have been confirmed. Both the chassis centre section and the pans will be uniquely identified at the time of scrutineering, both parts will be signed by the Scrutineer with an ink pen and the signature covered with clear tape for protection and will be checked after the end of the race to ensure that it is the same chassis.

Any motors used though out the race must be presented to the Scutineer after the race to be checked along with the car at post scrutineering.

CAR SPECIFICATION

1. JK Products, JK C43 Chassis only.
2. May straighten and flatten both the centre section and pans as required.
3. The rear bearing uprights may have material removed to set axle height based on gearing, bent to 90 deg.
4. 64 pitch gears with 3/32" diameter axle gears only, any ratio.
5. The top edges of the "J" bar holes can be deburred, the holes cannot be drilled or excessive amounts of material removed.
6. A rear brace maybe added to strengthen the rear bearing uprights only.
7. Use the stock 'J' bars that come with the chassis, allowing any others that are released by JK Products as genuine parts no homemade.
8. Motor brace as supplied with the chassis kit only can be used to the rear of the chassis, but can use a small piece of brass tubing max 10mm wide to aid the soldering in and removal of the motor on the motor brace supplied with the chassis cannot be used for any other reason.
9. Body mounting, pin tubes either fixed or floating, clips.
10. Guide tongue can be straightened and bent at an angle to allow fitment of guide, can add only the JK GTB guide tongue stiffener if needed.
11. Can use tape and lead to the upper faces of the chassis.
12. May radius the leading edge of the centre section and the front edge of the pans, bottom of chassis only.
12. Motor PS4002 FK as per the NZSCA rules.
13. Rear axle bearings bronze / brass alloy only.
14. Guide , lead wire free.
15. Bodies, LMP BPA Bentley EXP GB KO44
BPA Cadillac LMP 02
17. All general car rules apply.
18. Width maximum width is 82.5mm [3.25"] excluding body pins.
19. Clearance minimum clearance is .5mm [.020"] under the rear axle and gear at the start of the race. The gear shall not protrude below the chassis.
20. Wheels, all cars must have a total of four visible wheels when viewed from the two sides, of not less than 12.7mm diameter when the body is attached in racing position.

Front wheels to be stick on type and must be an accurate representation of a wheel and tyre, not drawn on with pen.

21. Bodies must be fully painted and sufficiently opaque so that no chassis or components can be seen through the body when viewed from above. Windscreens and windows must be left clear. A clear strip may separate the wing from the main body
22. Interior, all cars must have a one piece 3D painted driver figure, and a sufficiently full interior so that no chassis or components can be seen through the windows.
23. Numbers, all cars must have at least two easily readable numbers, of the same numerals.