

SCHEDULE CH

MotorSport New Zealand Race Championship 2011/12 General Prescriptions



CONTENTS

ADMINISTRATION

- 1 Jurisdiction / Purpose / Categories covered
- 2 Interpretations
- 3 Championship Personnel
- 4 Permanent Race Numbers
- 5 Amendments

ENTRIES

- 6 Lodgement
- 7 Competitor Requirements
- 8 Documentation / Safety Audit
- 9 Round Supplementary Regulations

POINTS

- 10 Points

COMPETITOR MANAGEMENT

- 11 Abuse of officials
- 12 Driver apparel
- 13 Race Radio
- 14 Category Briefing Sessions
- 15 New Drivers Briefing
- 16 Drug and Alcohol Testing
- 17 Practise Starts
- 18 Testing Sessions
- 19 Qualifying Sessions
- 20 Assembly, Formation and Starting Procedures
- 21 Race Finishes
- 22 Parc Fermé
- 23 Race Suspension and Recommencement
- 24 Safety Car Deployment and Race Restart
- 25 Wet Conditions
- 26 Race Management
- 27 Inquiries / Protests / Appeals

TECHNICAL MANAGEMENT

- 28 Technical Requirements
- 29 MSNZ Category "C" Seals
- 30 Transponders / Timing Beacons
- 31 Scales
- 32 Competitor Acquisition Systems
- 33 Judicial In-car Cameras
- 34 Fuel

MEDIA & PROMOTION

- 35 Media / Promotion Activities
- 36 Presentations and Awards
- 37 Required Decal Placement
- 38 Television
- 39 Hot Laps

PENALTIES

- 40 Penalty Schedule

= ADMINISTRATION =

1. Jurisdiction / Purpose / Categories covered

The purpose of these General Prescriptions is to establish common requirements for categories that have rounds of their championship, or are taking part in, at premier race championship or Endurance Championship meetings and includes any non championship trophy events.

The categories concerned are:

- NZV8s Championship
- Toyota Racing Series Championship
- NZ Formula Ford Championship
- Suzuki Swift Sport Cup Championship
- V8 Utes Championship
- NZ Production Racing Championship
- Endurance Championship
- Production GT series
- Sport GT series
- BMW Race Driver Series
- Muscle Cars

This schedule is intended to clarify and when necessary add to the following documents and be considered as an addendum

- **National Sporting Code**
- **Individual Category Articles and Technical Regulations**
- **Event Supplementary Regulations**
- **Code of Practice – Fuel Handling**
- **Event Directors Written Series Briefing**

For the purposes of the categories that are covered this Schedule CH replaces Schedule Z for all events where rounds are being contested.

Note: All text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

2. Interpretations

The following expressions shall have the following meanings:

“Assembly area” means an area set aside by the organisers for vehicles to be placed prior to being released for practice or race. Vehicles may not necessarily be assembled in any particular sequence; and

“Championship” means the MotorSport NZ Championship class or category referred to in each specific section as set out in this portfolio; and

“Circuit” The ‘circuit’ is defined as the area between the outer edges of the white line along each side of the sealed surface. Where kerbs have been installed the top of the kerb is to be considered as the edge of the circuit. For the pit lane, the pit entry road, and the pit exit road - the circuit is defined by the outer edge of the lines marking the lanes or roads as appropriate; and

“Inviting Club/s” means the MotorSport NZ clubs hosting Rounds of the Championship; and

“**MotorSport NZ**” or “**MSNZ**” means MotorSport New Zealand Inc; and

“**National Sporting Code**” or “**NSC**” means the National Sporting Code as issued by MotorSport NZ; and

“**New Competitor**” or “**Novice Competitor**” means a competitor racing at a circuit for the first time; and

“**Paddock**” means the area provided for the parking of competing and support vehicles and for the servicing of competing vehicles; and

“**Pit Lane**” means that part of the circuit, bounded on the outside by the pit wall and on the inside by the extremity of the marked lanes, which provides competing vehicles with access to and from the pits. The pit lane consists of the;

- (a) “**Fast Lane**” which means the lane closest to the pit wall providing access from the pit entry to each competitor’s work area and access back out to the pit exit; and
- (b) “**Merge Lane**” which means the area between FAST and WORKING lanes where vehicles will be accelerating or decelerating when moving into or out of lanes.
- (c) “**Working Lane**” or “**Inner Lane**” which means the only area where any work can be carried out on a competing vehicle while in the pit lane; and
- (d) “**Signalling Bay**” which means the part of the pit wall designated for competitor’s pit crews to use signalling boards to pass information to competitors; and

“**Qualifying**” means that part of a meeting or event provided for the purpose of determining starting order or grid positions; and

“**Red Control Line**” means the red line across the track in the vicinity of Grid Position 15 - it is used during procedures for Race Stoppages due to red flag being displayed (Article 23.3 and 26.4.3(b)); and

“**Round**” means the race meeting at which drivers may score points towards the Championship; and

“**Safety Car Control Line**” means the white line across the track in the vicinity of pit entry - It is used during procedures for Safety Car Restarts (Article 24.3) and Race Suspension recommencement (Article 23.5); and

“**Series**” means the MotorSport NZ Sanctioned Series referred to in each specific section as set out in this portfolio; and

“**Standing start**” means when the vehicle is stationary at the moment the start order is given; and

“**Start**” or “**Race Start**” means the moment when the start signal is given to competitors; and

“**Supplementary Regulations**” means the regulations issued by the organiser of a Meeting or Event pursuant to Article 17 of the National Sporting Code; and

“**Testing**” means that part of a meeting or event provided by the organisers to enable competitors to familiarise themselves with the circuit. The organisers may use lap times recorded during testing to determine starting order or grid positions; and

“The MotorSport Company” or **“TMC”** means The MotorSport Company Ltd who has been appointed by MotorSport NZ to promote the Championship / Series on behalf of MotorSport NZ and the Inviting Clubs.

In the event that the Code or its Appendices or Schedules or Series Articles does not cover or is unclear relating to any situation, issue or query, an Official Interpretation from MotorSport New Zealand should be sought. To be binding, this interpretation shall be issued by the General Manager of MotorSport New Zealand in writing.

3. Championship Personnel

3.1.1 Chairman of Stewards: Wade Paterson
Mobile Phone No: +64 27 433 5852
E-mail: hisfault@xtra.co.nz

Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Ensuring compliance with MotorSport NZ National Sporting Code and its addendums, these General Prescriptions, MotorSport NZ Race Championship portfolios associated with the championship series.
- (b) Liaising with Inviting Clubs and The MotorSport Company on matters pertaining to the championship; and
- (c) Arranging, conducting and chairing Stewards meetings with event officials
- (d) Undertaking duties and authorities outlined in NSC 76 and 77
- (e) Liaising with event officials on any sporting aspect for the category
- (f) Conducting any inquiries necessary (including any hearings and inquiries held outside of rounds of the Championship) to resolve any issues and imposing any penalties arising there from that may arise during the conduct of the championship series. A panel if necessary will be appointed by MSNZ.

3.1.2 Event Director: Graeme “Robbo” Robertson
Address: 16 McMeekan Ave
Chedworth
Hamilton
Phone No: +64 7 855 5033
Mobile Phone No: +64 27 492 9271
E-mail: graeme.robertson@xtra.co.nz

Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Ensuring compliance with MotorSport NZ National Sporting Code and its addendums, these General Prescriptions, MotorSport NZ Race Championship portfolios associated with the championship series.
- (b) Undertaking duties and authorities outlined in NSC 79 & 78.
- (c) Conducting event briefing sessions with circuit officials.
- (d) Liaising with TMC regarding promotional activities.
- (e) Conducting any inquiries necessary (including any hearings and inquiries held outside of rounds of the Championship) to resolve any issues and imposing any penalties arising there from that may arise during the conduct of the championship series.

**3.1.3 Assistant Event Directors
(Race Control):**

Terry Carkeek
Craig Finlayson

Who are appointed and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties assigned by Event Director as provided for in NSC 78 for duration of the championship series.
Currently these include but are not limited to
- Manage event minute by minute operational program
 - Liaise with circuit officials for all matters of race management
 - Undertake discipline or inquiry hearings as required and impose penalties
 - Impose drive through or time penalties as required
- (b) To assume Event Director's responsibilities as required.
(c) To be a Judge of Fact (starts and finishes)
(d) To be a Judge of Fact (Yellow Flag redressing - Article CH 26.4.3)

**3.1.4 Assistant Event Directors
(Investigation):**

Howard Atwill
Chris Adams
Bob Cullinane

Who are appointed and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties assigned by Event Director as provided for in NSC 78 for duration of the summer race series.
Currently these include but are not limited to
- Manage resolution of competitor Inquiry Forms
 - Undertake incident investigation hearings and impose penalties as required
 - Assist Technical Department with evidence preparation
 - Liaise with circuit officials for all matters of race management
 - Undertake discipline or inquiry hearings as required and impose penalties
- (b) To be a Judge of Fact (starts and finishes)
(c) To be a Judge of Fact (Yellow Flag redressing - Article CH 26.4.3)

3.1.5 Competitor Relations Officer: Wayne Shieffelbein

Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Undertaking duties as provided for in NSC 88 for duration of the summer race series.
(b) To be at each round no later than Noon on Friday
(c) To manage the locally appointed CRO team

4. Permanent Race Numbers

4.1 Competitors are reminded to contact Pete Blakeman, TMC (pete@motorsport.org.nz) to reserve a race number for the season.

4.2 All competitors must apply for a race number each season and cannot assume that the previous season's number is automatically retained.

5. Amendments

- 5.1 MotorSport New Zealand may issue amendments to this Schedule, Championship articles or technical schedules where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Administration in the form of Championship Amendments
- 5.2 They will be posted on the MotorSport NZ website www.motorsport.org.nz, issued to Championship Co-ordinators and posted on the next rounds Official or Category Noticeboard.
- 5.3 It is the Competitor's responsibility to ensure that they obtain copies of these Championship Amendments and amend the text of their articles or schedules.

= ENTRIES =

6. Lodgement

- 6.1 Entries for all rounds of category championships are to be made on the entry form included in the series portfolio.
- 6.2 Drivers competing at a circuit for the first time are to indicate this on the entry form. They will be required to attend a new drivers briefing (Article CH 15).

7. Competition Requirements

- 7.1 All Drivers must hold a MotorSport New Zealand issued National Race Grade Competition Licence or higher. If the Entrant is other than the Driver, an Entrant's Licence is required in the name of the Entrant. Competitors in the Toyota Racing Series Championship must hold an International Race Grade Competition Licence. Competitors in Toyota Lites Series require MSNZ National Race Grade Competition Licence as a minimum.

Note: *Under the provisions of the Tasman Visa Agreement between CAMS and MotorSport New Zealand Inc, Australian competitors holding both CAMS General Competition Licences and Tasman Visas may enter any of the New Zealand Race Championships and be eligible for awards.*

- 7.2 For all drivers in NZV8s Championship and Toyota Racing Series Championship, a MotorSport New Zealand Super Licence is required.

Note: *Notwithstanding the conditions detailed above, MotorSport NZ reserve the right to issue or decline a Super Licence at its absolute discretion. A Super licence will only be issued / reissued to current competitors in the series stipulated above. All new Super Licence extensions are subject to a probation period for the first three rounds entered.*

7.3 For drivers contesting NZV8s and Toyota Racing Series Championships holding an FIA International Race Grade Licence issued by;

(a) MotorSport NZ: A Super Licence extension is required. This can be obtained from MotorSport New Zealand providing the conditions provided for in MotorSport Manual Appendix One Schedule L are met, for NZV8s, minimum age requirement is 17.

(b) Another ASN (National Sporting Authority recognised by the FIA): MotorSport NZ may issue a Super Licence extension provided that the driver completes the appropriate application form and submits this to MotorSport NZ. The driver will need to satisfy MotorSport NZ that they;

- (i)** Hold a valid authorisation to compete (permit or visa) issued by the ASN of their passport, and
- (ii)** Meet minimum age requirement, and
- (iii)** Produce evidence (*event results*) that details competition experience in at least six races.

7.4 Competitor understanding: In signing the entry forms competitors (Entrant and Drivers) are deemed to fully understand the MotorSport NZ National Sporting Code and its relevant Appendices and Schedules. In particular:

- The National Sporting Code Articles pertaining to protests and competitors obligations, and
- This Schedule CH.

8. Documentation / Safety Audit

8.1 Drivers need to have their documents checked at the first meeting they compete at. Documentation will be available at meetings on Fridays between 1200 and 1600hrs. NZV8s competitors may also document during Saturday 0900-1000hrs.

8.2 At all other meetings drivers or their representative must 'sign on' with the Secretary of the meeting to confirm that their documentation (competition licence, club membership) remains current and that their civil drivers licence has not been disqualified through any Court decision (NSC 43(3)(a) applies).

Note: MSNZ issued International Competition Licences expire on **31 December** and will be rechecked at the first meeting in **January 2012**

8.3 Failure to sign on within the specified event timetable will be penalised.

8.4 Safety Audit will be managed by Category Championship Scrutineers who will also manage vehicle log books. The Safety Audit of vehicles will take place in a competitor's allocated pit garage area.

9. Round Supplementary Regulations

9.1 Meeting supplementary regulations and information will be issued no later than one month prior.

9.2 Postponement, Cancellation, & Abandonment:

- 9.2.1 The organisers reserve the right to cancel or abandon the meeting for reasons of force majeure.
- 9.2.2 In the above cases all efforts will be made to replace missed races at future rounds if possible. This will be negotiated with the relative Championship Co-ordinator.

= POINTS =

10. Points

- 10.1 Points will be allocated on each Championship / Series Race at each Round to all Drivers based on overall finishing order:

1 st	75	11 th	30	21 st	10
2 nd	67	12 th	28	22 nd	9
3 rd	60	13 th	26	23 rd	8
4 th	54	14 th	24	24 th	7
5 th	49	15 th	22	25 th	6
6 th	45	16 th	20	26 th	5
7 th	42	17 th	18	27 th	4
8 th	39	18 th	16	28 th	3
9 th	36	19 th	14	29 th	2
10 th	33	20 th	12	30 th	1

- 10.2 To award individual round winners, points for all races will be added together. In the event of a tie then the provision of Article 21.7 will be used. If this does not separate the competitors then grid positions for Race one will be used to break the tie.

= COMPETITOR MANAGEMENT =

11. Abuse of Officials

- 11.1 Abuse of officials is not permitted or condoned. This is considered a Serious Offence.
- 11.1.1 All instances will be dealt with by the Stewards.

12. Driver Apparel

- 12.1 All drivers competing in the NZV8s, and Toyota Racing Series shall wear the following;
- Protective helmet in compliance with FIA Standard 8860 or Snell SA2000 / 2005 / 2010 or BS6658-1985 Type A/FR
 - HANs Device in compliance with FIA Standard 8858-2002
 - Overalls, long underwear, balaclava, socks, shoes and gloves homologated to the FIA 8856-2000 Standard.

Important note: Any embroidery and/or badges should only be sewn through the outer most layer of the overall and follow the manufacturer's instructions.

12.2 All drivers in the NZ Production Racing Series, Formula Ford Series, Suzuki Swift Sport Cup and the NZ V8 Ute Challenge shall wear the following;

- Protective helmet in compliance with FIA Standard 8860 or Snell SA2000 / 2005 / 2010 or BS6658-1985 Type A/FR
- HANs Device in compliance with FIA Standard 8858-2002
- Protective clothing in compliance with Schedule A 4.2

Important note: *It is highly recommended to wear protective clothing compliant with an FIA Standard as detailed above in 12.1.*

12.3 Drivers in other categories shall wear protective clothing specified in MSNZ Schedule A.

12.4 Drivers of single-seater cars must wear gloves in a high-visibility colour which contrasts with the predominant colour of the car so that the driver can clearly draw the attention of the race starter in case of difficulties

13. Race Radio

13.1 RACE RADIO will be used for all major announcements and to communicate with Team Managers concerning incidents and racetrack penalties.

13.2 The frequency is 455.168750MHz.

13.3 Any announcement over Race Radio will be considered as having been heard and understood by teams. These announcements are decisions and are binding and will be additional to flag signals to drivers.

13.4 Receivers may be hired from: Rex Harris,
Address: PO Box 179
Paraparaumu
Phone No: +64 4 902 3553
Mobile Phone No: +64 21 682 912
E-mail: aj.harris@xtra.co.nz

14. Category Briefing Sessions

14.1 Championship Coordinators may hold a briefing session at meetings.

14.2 The time of each meeting will be contained in the meeting program or notified on the Category Notice Board. Attendance by all drivers and team managers is compulsory.

14.3 Failure to attend will incur a penalty.

15. New Drivers Briefing

15.1 A new drivers briefing will be held at each meeting. The briefing will be held between 0800 and 0900hrs on Friday. Specific location and time will be notified in meeting supplementary regulations.

Note: *A briefing for NZV8s competitors, if necessary, will be held on Saturday morning*

15.2 Drivers who are competing at the circuit for the first time must attend.

16. Drug and Alcohol Testing

16.1 Drug and alcohol testing will be undertaken.

16.2 Drug testing will be undertaken by Drug Free Sport NZ. Details regarding procedures will be issued separately.

16.3 Alcohol testing will be undertaken by a MSNZ appointed official.

16.3.1 An approved digital breathalyser will be used. No driver will be allowed to compete if a positive test is given. The tolerance for breath alcohol has been fixed at zero. The breathalyser is a SOBER CHECK SC3000.

16.3.2 Any driver returning a positive test will take no further part in the meeting until;

(a) Returning a clear reading at a second test taken within twenty (20) minutes of the first test, or

(b) A twelve (12) hour stand-down period from the last breath test and then achieving a zero reading breath test.

16.3.3 At each meeting Judges of Fact – Alcohol Testing will be appointed. The names of the Judges of Fact - Alcohol testing, will be posted on the Official Notice Board at each meeting.

17. Practice Starts

17.1 Practice starts are defined as a car significantly reducing speed and then accelerating rapidly causing traction to be lost at the driving wheels

17.2 Practicing starts are only permitted in the following situations:

17.2.1 At the demarcation line when exiting the pits.

17.2.2 Only **one** practice start is allowed when leaving the pits and drivers must always watch out for other competitors.

17.2.3 When commencing your formation lap.

17.3 Failure to comply with this rule will be considered a breach of Circuit Regulations.

18. Testing Sessions

18.1 Testing sessions will be available to Drivers at all Rounds.

18.1.1 Details will be published in the event supplementary regulations. The session times are not on-circuit durations but an indication when each session will commence.

18.2 Vehicles must be in conformity with their technical schedules and decal placement during these sessions.

- 18.3** Transponders must be fitted and operational.
- 18.4** If it is necessary to “RED FLAG” a session, competitors must reduce speed and return to trackside pits. The session will be restarted, if time permits, once the track is cleared.

19. Qualifying Sessions

- 19.1** Qualifying session requirements are contained in each Category articles.
- 19.1.1** Details will be published in individual event race schedules.
- 19.2** Vehicles must be in conformity with their technical schedules and decal placement during these sessions.
- 19.3** Transponders must be fitted and operational.
- 19.4** If it is necessary to “RED FLAG” a session, competitors must reduce speed and return to trackside pits. The session will be restarted once the track is cleared. The qualifying session duration will be respected except in cases of force majeure. There will be an additional 5minutes allowed for these stoppages if required, however the session will be completed once this time has elapsed.
- 19.5** If any driver causes any qualifying session to be stopped (red flag) then that competitor will be moved back 3 grid positions. (Penalty CH 40.15)
- 19.5.1** In the case of an incident in any qualifying session involving more than one vehicle, should the Event Director or his assistants observe that some of the drivers are not directly responsible of the incident, they may decide not to penalise such drivers.

20. Assembly, Formation and Starting Procedures

20.1 Toyota Racing Series, Suzuki Swift Sport, V8 UTEs and Formula Ford only

20.1.1 Assembly

- Vehicles are to remain in their garages until called to proceed to Assembly Area.
- Vehicles will be assembled prior to proceeding on their positioning lap.
- As soon as practicable, following completion of the previous race or break, vehicles are to be released to drive to the Starting Grid. NB: there may be rescue crews on the track and speed is to be kept to a minimum.
 - Once released on this positioning lap competitors are not permitted to enter the pit lane. Should this occur they will start the race from pit lane.
- Pit lane will close two minutes after the first car is released.
 - Any cars that are not able to leave the pits by this time will start from pit lane.
 - There will be a two minute (2 siren blasts) and a one minute (1 siren blast) warning given.
- A maximum of four Pit Crew members, in team uniform, plus a number/name holder are permitted on the starting grid.
- Vehicles will form up on the starting grid, engines are to be turned off, The four Pit Crew are permitted on the starting grid to undertake any last minute checks
- Grid marshals to ensure all vehicles in correct position.

20.1.2 Formation (“Warm-up”)

- 2 minute board & siren – Start of formation lap release procedure – any vehicles in pits to start from pit lane. Any non official personnel and team number/name holder to leave the starting grid.
- 1 minute board & siren – engines to be started, Pit Crews to leave starting grid, no further intervention is permitted.
- Green flag – proceed on formation lap when flag is shown, leaving the allocated grid box in starting order sequence. During this formation lap, practice starts are forbidden and the formation must be kept as tight as possible. Rescue vehicles to follow at rear of field.
 - If any driver is not able to leave in correct sequence but gets their car started prior to the last car leaving, they are to maintain that position and resume their correct position when forming up on the grid. However if they are not able to leave prior to the last car passing them they must start from the rear of the grid.
 - Any driver who is unable to start the formation lap prior to the last car leaving must signal this (by raising his arm or opening his door).
 - After all the other cars have started their formation lap, his mechanics may push the car on the track to start the engine under the supervision of the marshals. The car may then start its formation lap but is forbidden to pass any other moving car and must start from the rear of the grid.
 - If a car will not start after repeated attempts, it must be pushed to the pit entrance or exit, whichever is the closest, where the mechanics may attempt to start it.

20.1.3 Starting - Grid

- Having completed the formation lap vehicles will return to their allocated grid position.
- The leading edge of the vehicle must be behind the grid box front line.
 - It is permissible to reverse to achieve this.
- Starting light sequence commences
 - (a) One Red Light will be displayed
 - (b) Two “ “ “ “ “
 - (c) Three ” “ “ “ “
 - (d) Four “ “ “ “ “
 - (e) Five “ “ “ “ “

After all five (5) lights are on – the 0.2-3 second random sequence is engaged.
All five lights go out - RACE STARTS

20.2 Production GT (including NZ Production Racing), Sport GT, BMW Race Driver Series, Muscle Cars

20.2.1 Assembly and formation

- Vehicles are to remain in their garages until called to proceed to Assembly Area.
- Vehicles will be assembled (in grid order) prior to proceeding on their formation (warm up) lap.
- As soon as practicable, following circuit clearance, vehicles will be released on their formation lap and drive to the Starting Grid.
 - Once released on this formation (warm up) lap if competitors enter the pit lane, they will start the race from pit lane exit.
- Pit lane will close as soon as the last car, from those formed up, is released.
 - Any cars that are not able to leave the pits by this time will start from pit lane exit.
- No Pit Crew Members are permitted on the starting grid.
- Vehicles will form up on the starting grid ready to commence their race.
- Grid marshals to ensure all vehicles in correct position.

20.2.2 Race commencement

- As soon as all vehicles are in their allocated grid position.
- The leading edge of the vehicle must be behind the grid box front line.
 - It is permissible to reverse to achieve this.
- Starting light sequence commences
 - (a) One Red Light will be displayed
 - (b) Two “ “ “ “ “
 - (c) Three ” “ “ “ “
 - (d) Four “ “ “ “ “
 - (e) Five “ “ “ “ “

After all five (5) lights are on – the 0.2-3 second random sequence is engaged.
All five lights go out - RACE STARTS

20.3 NZV8s

20.3.1 Assembly

- Vehicles are to remain in their garages until called to proceed to Assembly Area.
- Vehicles will be assembled prior to proceeding on their positioning lap.
- As soon as practicable, following completion of the previous race or break, vehicles are to be released to drive to the Starting Grid. NB: there may be rescue crews on the track and speed is to be kept to a minimum.
 - Once released on this positioning lap competitors are not permitted to enter the pit lane. Should this occur they will start the race from pit lane.
- Pit lane will close two minutes after the first car is released.
 - Any cars that are not able to leave the pits by this time will start from pit lane.
 - There will be a two minute (2 siren blasts) and a one minute (1 siren blast) warning given.
- A maximum of four Pit Crew members, in team uniform, plus a number/name holder are permitted on the starting grid.
- Vehicles will form up on the starting grid, engines are to be turned off, the four Pit Crew are permitted on the starting grid to undertake any last minute checks.
- Grid marshals to ensure all vehicles in correct position.

20.3.2 Race commencement procedures:

Cars will have been assembled on the starting grid as provided for in Article 20.3.1 above. The following will then apply.

- 2 minute board & siren
 - Any non official personnel and team number/name holder to leave the starting grid.
- 1 minute board & siren
 - Engines to be started,
 - Pit Crews to leave starting grid,
 - No further intervention is permitted.
- Green light
 - Proceed on two formation laps.
 - Rescue vehicles to follow at rear of field.
 - NB: If a vehicle is not able to proceed on the formation lap it will be removed from the grid and must start from either the rear or pit exit as directed by Race Control via Race Radio.
 - During the second formation lap the field will form up behind the Safety Car
 - Vehicles to maintain a 'grid position' of being alongside the vehicle on the same row with a gap of not more than three vehicle lengths to the vehicle in front
 - Safety car to turn off lights and exit track
 - Constant speed between 40 and 50kph set by vehicle in pole position
 - Red lights extinguished
- Race starts

20.4 Start Delayed

20.4.1 Grid

- Should the amber lights be switched on after the "Red" Light procedure begins – then a "Start Delayed" procedure will apply.
- The start procedure will go back to 1 minute board & siren.
- Any intervention permitted will be directed from Race Control over Race Radio.
- The vehicle/s that caused the start to be delayed will be moved to the rear of the grid or pit lane - whichever is appropriate.
 - If it is possible to restart the car on the grid, it will remain there (protected by yellow flags) while the field proceeds on a further formation lap. The car is then released to join the rear of the field and will start from the rear of the grid.
 - Any car moved to pit lane will start from that location
 - One lap of the race will be deducted.

20.4.2 Rolling

- Red lights will remain on, flashing yellow lights will be shown
- All flag points to display double waved yellow flags
- Cars will remain in grid order and complete another lap (which will be counted as one race lap).
- Cars will approach the lights again in grid formation
- Constant speed, 40 to 50kph, set by vehicle on pole
- Racing commences when red lights extinguished

20.5 Wet Start

- In exceptionally wet circumstances (as determined by the Event Director) a race may be started behind the Safety Car
- Prior to release on the start lap the Safety Car will be stationed on the circuit approximately 50 metres in front of the start line with its revolving yellow light on
- SC boards and yellow flags will be shown at all flag points
- Vehicles will be released, move into single file order, maximum 5 vehicle length apart. This is the first lap of the race.
- The Safety Car will continue until it is judged safe to commence racing - this will include proceeding past the race start signal without stopping.
- The Safety Car will extinguish its yellow light and exit the track
- Once the Safety Car Control Line has been passed the race leader will control the speed until the Start signal is given.
- You may break the single file requirement once the Safety Control Line has been passed.
- A Green light will be shown at Start/Finish Line and racing conditions recommence.
- Any lap following the Safety Car will count as a lap of the race.

20.6 False Start

A false start is defined as being either: Any vehicle which has crossed or stopped in front of its grid line and not corrected before the starting signal has been given, or which is moving forward when the starting signal is given.

21. Race Finishes

- 21.1** The finish signal (Chequered flag) will determine the conclusion of a race.
- 21.2** The finish line shall be marked across the circuit and is deemed also to cross the fast lane of the pits at a point immediately in line with the line across the circuit proper.
- 21.3** Should the end of the race signal inadvertently or otherwise be displayed before the leading vehicle completes the scheduled number of laps the race will nevertheless be deemed to end at the moment the signal is given. Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the competitors will be classified accordingly.
- 21.4** To be classified as a Finisher, a vehicle must cross the finishing line under its own power within the four minutes immediately after the signalling of the finish of the race and have covered at least 75% of the distance achieved by the appropriate class winner.
- 21.5** After receiving the end of race signal, vehicles will maintain station and proceed at a reduced speed to re-enter the pits at the pit entry lane provided.
- 21.6 Dead Heats:** For any classification, dead heats will result in points gained or awards shared equally.

Thus, if third and fourth places cannot be separated their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

21.7 Ties in Championships, Challenges, Cups, Trophies, Series or Rounds: Unless the Articles or Supplementary Regulations provide otherwise, the classification in a Championship or Series which has resulted in a tie, will be determined by taking into account, firstly, the number of first placings obtained and progressing down the finishing positions in all the events counting for the Championship or Series until the tie is broken.

If an equal result is still obtained, MotorSport NZ shall, after taking into account such consideration as they deem to be desirable and/or convenient, either declare a winner OR declare two or more drivers (as may be appropriate) to be equal winners of the Championship.

21.8 Provisional Results: The Provisional Results will be posted as soon as possible after each race on the Results Board and in the absence of any inquiries, complaints, protests or technical inspections pending will become final after the expiration of 30 minutes.

22. Parc Fermé

22.1 At the conclusion of any qualifying session or race, Drivers, upon directive from either the Championship personnel or a MotorSport NZ Technical Officer, may be required to drive their competing vehicle directly (without any pit crew intervention at all) from the track to the designated Parc Fermé.

Note: *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.*

22.2 No intervention of any kind is permitted whilst the vehicle is in Parc Fermé unless specifically authorised by the Championship Scrutineer or MotorSport NZ Technical Officer.

23. Race Suspension and Recommencement

23.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it too hazardous to continue, the Event Director or his Assistant shall order a red flag to be shown at the start line and simultaneously, all Marshal Posts shall display a red flag.

23.2 The decision to suspend the race can only be taken by the Event Director (or in his unavoidable absence, the Assistant Event Directors (Race Control)).

23.3 When the signal is given to stop, then;

- all vehicles shall immediately reduce speed and proceed slowly to the Red Flag Control Line in the knowledge that they must not overtake and must move to the inside of the circuit.
- For those cars remaining on the track, no intervention of any nature is authorised unless the Event Director directs otherwise as they are considered to be in Parc Fermé conditions.
 - For those cars who choose to enter pit lane, or are already in pit lane, there is no restriction on the work that may be carried out.
- It may be necessary to move some vehicles around the track so that the race leader is in the front of the line when the race recommences (this is necessary to ensure correct lap counts are maintained.)

- Pit Exit is closed. Any cars in the pits may rejoin the race as provided for in Article CH 23.4

At this point the race distance becomes suspended and the scheduled distance will be completed from any subsequent restart.

23.4 Any vehicle that for any reason enters pit lane after the red flag has been displayed may only restart the suspended race from pit lane. The Pit Exit will remain closed until the Safety Car and competing vehicles have passed on their race recommencement lap.

23.5 **Recommencement of the Race:** Any car that qualified for the race may take the recommencement. This includes cars that may not yet have taken any part in the race. They may start but will be a number of laps in arrears. The following conditions will apply to races, which have been suspended prior to their scheduled completion;

- (1) Prior to the race leader completing one lap.
 - (a) the original start shall be deemed null and void and there will be a completely new start for the race.
 - (b) the length of the restarted race will be the full scheduled race distance
 - (c) The restart will be from the 2minute signal **except where there is no signal a further formation lap will be given.**
 - (d) Should it be necessary be necessary to open and close pit lane then warnings will be given on Race Radio.
- (2) From the commencement of the race leaders second lap to less than 75% of the scheduled distance or time;
 - (a) The field will be formed on the grid in single file in track order of the last completed lap by the race leader immediately preceding the showing of the red flag (the race leader will be at the front of the field, if the leader has pitted then the next highest placed driver will be at the front of the field) or if on the first lap of the race in the original grid order with any vehicle/s that started from pit lane exit assuming the last position/s on the grid.
 - Vehicles will be released behind the Safety Car
 - The race will be recommenced as provided for in Article 24.3
 - The lap, following the Safety Car will count as a lap of the race. Any vehicle(s) at pit lane exit may rejoin the field as last vehicle(s) once the safety car and the field passes and thus will be credited for that lap in the results.
 - (b) The distance or time of the restarted race will be that required to complete the scheduled distance or time.
- (3) Where 75% of the scheduled distance or time has been completed the event may be concluded at the sole discretion of the Event Director and there will be no restart.
- (4) If it is impossible to recommence the race, then the race shall be declared at the completion of the lap preceding the showing of the red flag, provided a minimum of two laps have been completed. If less than two laps have been completed then the race shall be abandoned without a result.

Should the race not recommence then any driver who is deemed to have caused the stoppage will not feature in the race result.

24. Safety Car Deployment and Race Restart

24.1 The safety car may be brought into operation to neutralise a race upon the decision of the Event Director or his Assistants. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.

24.2 Safety Car Deployment:

(1) When the Event Director or his Assistants gives the order, all Flag posts will display immobile yellow flags and a board "SC" which shall be maintained until the Safety Car's intervention is over.

Flashing yellow lights and a board "SC" will be used at the starting line; if necessary, other flashing yellow lights may be used at other points of the circuit.

(2) The Safety Car, with its revolving lights on, will immediately join the circuit regardless of where the race leader is.

(3) All the competing vehicles will line up in single file without any degree of overlapping behind the Safety Car. All vehicles shall maintain the same speed as the Safety Car whilst in the convoy and the same speed as the vehicle in front. All drivers shall maintain a maximum distance of five vehicle lengths from the vehicle in front. The Event Director or his Assistants may impose a penalty upon any driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this regulation; and should a driver breach this regulation for the benefit of another, both may be penalised. Overtaking is forbidden, unless a vehicle is signalled to do so from the Safety Car.

(4) When ordered to do so by the Event Director or his Assistants, the observer in the Safety Car will signal (using either a green light or other signals) past any vehicles between the Safety Car and the race leader. These vehicles will continue at reduced speed particularly through any hazard zone(s) and without overtaking until they reach the line of vehicles behind the Safety Car.

(5) Each time the Safety Car passes a Flag post, the yellow flag will be waved continuously while the Safety Car and the vehicles following it remain in the section between this point and the next point.

(6) The Safety Car shall be used at least until all the vehicles are lined up behind it.

(7) Under certain circumstances the Event Director may ask the safety car to use the pit lane. In these cases, and provided its yellow lights remain illuminated, all vehicles must follow it into the pit lane without overtaking. Any vehicle entering the pit lane under these circumstances may stop at its designated garage area.

(8) While the safety car is in operation competing vehicles may enter the pit lane but may only rejoin the track when the green light at the end of the pit lane is on. The green light will be on at all times except when the safety car and the line of vehicles following it are between the Safety Car Control Line and the pit exit.

24.3 End of Safety Car Deployment:

- (1)** When the Event Director or his Assistants decides to call in the Safety Car it will turn off its flashing lights and return to pit lane.
- (2)** The race leader may fall more than five car lengths behind the Safety car in order to avoid the likelihood of an accident before the Safety Car leaves the circuit
- (3)** Once the Safety Car Control Line has been passed the race leader will control the speed until the Start signal is given.
 - No erratic acceleration or braking, nor any other manoeuvre likely to impede other competitors is permitted.
 - You may break the single file requirement once the Safety Car Control Line has been passed
- (4)** A Green light will be shown at Start/Finish line. Once this signal is given racing recommences and you are permitted to overtake.
- (5)** If the race ends while the Safety Car is deployed the vehicles will take the Chequered flag without overtaking.

24.4 Each lap covered while the Safety Car is in service will be counted as a race lap.

25. Wet Conditions

- 25.1** In the event of wet or damp conditions at the start of or during a testing, qualifying session or race, at the discretion of the competitor (providing it is not prohibited in category Championship articles), it is permitted to use unmarked wet specification tyres. Wet specification tyres are defined in category Technical regulations Schedules or Schedule A.
- 25.2** Whenever wet specification tyres are fitted the rear rain light shall be illuminated during testing, qualifying and racing.
- 25.3** In exceptionally wet circumstances the Event Director or his Assistants may at any time declare the meeting WET. In this status the use of DRY specification tyres is prohibited and rear rain lights must be illuminated. These conditions will remain in place until the WET status is lifted.

26. Race Management

26.1 Code of Driving Conduct

Any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is considered to have had a negative effect on any competitor or competitors is not permitted and will be penalised.

These occurrences, may result in or from, but not limited to:

- the stopping of a test or qualifying session or the suspension of a race under Article CH 18.4, 19.4, and 23.1,
- causing a false start by one or more cars;
- causing a collision;
- forcing a driver off the track;
- preventing an overtaking manoeuvre by a driver;
- impeding another driver during overtaking;
- causing an avoidable accident;
- changing line when entering, during or leaving a corner to prevent an overtaking attempt by a driver.
- Cutting in front of a car following a passing move causing contact.

26.2 PIT REGULATIONS

26.2.1 Pit Lane and Signalling Bay:

26.2.1.1 Smoking: Smoking or any naked flame (including welding and metal grinding equipment) is prohibited in the pit lane area and on the pit aprons at any time.

26.2.1.2 Clothing and footwear: All personnel are required to wear closed footwear and it is recommended that clothing that at least provides limited protection from fire (e.g. cotton, wool based or fire retardant material) is worn.

26.2.1.3 Minimum age: Children, excepting Drivers, under 16 years of age are not permitted in these areas.

26.2.1.4 Signalling: Up to three team members from each vehicle will be permitted in the signalling bay during any of that vehicles on-track sessions. There will be no structures erected in this area.

26.2.1.5 Vehicle servicing limitations: Service crew may only service or carry out repairs on competing vehicles in the designated "working lane" of the pit lane or in the paddock.

26.2.1.6 Competing vehicle movement: No competing vehicle may engage reverse gear.

26.2.1.7 No competitor service crew or team members may cross onto the circuit proper under any circumstances (including race starts/stops or incidents) without the express permission of the Event Director or his assistants. This permission may be given over Race Radio.

26.2.2 Evacuation of Signalling Bay during Races: During the start of a race the signalling bay must be kept completely free of people with the exception of properly authorised officials. It is permissible for one team member to remain on the wall until their car returns to ensure the car is correctly in their grid position. Once this has occurred they must retire immediately.

26.2.3 Entry to Pits:

26.2.3.1 The “deceleration zone” from the circuit exit point to the speed restriction line in the pit entry lane is deemed to be part of the pit area.

26.2.3.2 During the testing, qualifying sessions and races, vehicle access to the pits is only permitted through the deceleration zone without crossing in any direction the yellow line separating the deceleration zone from the circuit proper.

26.2.3.3 Any driver intending to enter the pits shall signal their intention in good time and shall ensure that it is safe to do so.

26.2.4 Exit from Pits:

26.2.4.1 The “acceleration zone” from the speed derestriction line in the pit exit lane to the circuit entry point is deemed to be part of the pit area.

Important Note: *A vehicle exiting the pits during a practice or race should use the distance provided by the acceleration zone to attain at least 70% of the speed normally attained by vehicles racing on the circuit at the pit exit/circuit proper merge point.*

26.2.4.2 Vehicles leaving the pits shall not cross the yellow line.

Note: *The yellow line painted on the course at the pit exit provides a separation zone for vehicles leaving the pits through the acceleration zone from those vehicles on the circuit at the merge point.*

26.2.4.3 During testing and qualifying sessions there will be green/red signal lights at the pit exit. Vehicles may only leave the pit lane on the green signal.

26.2.4.4 During races: A Blue flag held stationary or an illuminated blue light(s) shall be used to warn the vehicle exiting the pits that vehicles on the circuit are approaching the pit exit/circuit proper merge point. Drivers leaving the pit lane will do so on their own responsibility.

26.2.5 Refuelling of competition vehicles is not permitted in Pit Lane unless otherwise provided for.

26.2.6 Pit Crew Safety:

26.2.6.1 In the interests of safety, it is compulsory to use solid incompressible components capable of supporting the car in the event of a failure of jacking equipment.

26.2.6.2 The components must be placed under the car at all times when any person is working on the car in a manner that involves any part of their body (other than hands and forearms) being under part of the car.

26.2.6.3 Specifically excluded from this rule are standard wheel changing operations.

26.3 CIRCUIT REGULATIONS

26.3.1 Speed restrictions:

26.3.1.1 On the circuit or in the deceleration or acceleration zones of the pit entry or exit lane no speed restrictions apply.

26.3.1.2 While in the fast lane of the pits, vehicles shall not exceed 40 km/h. The fast lane commences at the white line painted across the deceleration zone (a sign denoting the speed limit will be displayed adjacent to this point) and terminates at the white line painted across the acceleration zone (a sign being the international symbol of a white disc with a black diagonal will be displayed adjacent to this point).

26.3.1.3 In all other areas of the venue no competing vehicle shall be driven at a speed exceeding 15 kph.

26.3.1.4 In the pit lane no other type of vehicle may exceed 15 kph or be driven by any person younger than 16 years of age.

26.3.1.5 In the paddock area vehicles must not exceed 15kph and must be driven by a person holding a driving licence, either competition or civil.

26.3.2 Leaving the circuit:

26.3.2.1 Any vehicle, which has left the circuit with all four wheels, shall rejoin the circuit at the nearest point to the exit from it, compatible with safety.

26.3.2.1 If by leaving the circuit or taking a shortcut from the circuit a competitor gains an advantage by overtaking one or more competitors, that competitor must yield the advantage gained by allowing that one or more competitors to repass within one lap of the point of the incident. Notification of this may be given on Race Radio. Failure to do so will incur a penalty.

26.3.3 On circuit stoppages:

26.3.3.1 Should a driver be compelled to stop the vehicle, either involuntarily or for any other reason, the vehicle shall be moved off the circuit as soon as practical so that its presence does not constitute a danger, the driver must then evacuate the vehicle and retire to a safe position.

26.3.3.2 If the driver is not able to move the vehicle out of the potentially dangerous position, it is the duty of the officials to assist. In that case if the driver succeeds in restarting the vehicle and rejoins the race without committing any breach of the regulations and without gaining an advantage from the preceding movement of the vehicle to a safer place, the driver will not be excluded from the race.

26.3.4 No vehicle able to proceed under its own power shall be stopped either on the course or the verges of the circuit, but shall proceed to the pits or paddock.

26.3.5 No competing vehicle shall be driven in the reverse direction except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

26.3.6 The pushing of a vehicle by the driver or by another competing vehicle along the circuit or pushing it across the finishing line is not allowed and will entail immediate exclusion of the vehicle or vehicles concerned.

26.3.7 A driver shall, at all times, drive in a manner compatible with general safety and any penalty incurred under these Regulations shall not prevent any further action in respect of careless or reckless driving.

26.3.8 A competitor may use no more than the full width of the circuit which is defined as being the area between the outer edges of the white line along each side of the sealed surface.

26.4 Official Signals – Lights, Flags and Boards

26.4.1 Signals that are displayed are deemed to have been seen.

26.4.2 Extinguishing of red light(s) or National Flag:

- (a) Starting by lights: Racing commences once the red light(s) are extinguished.
- (b) National Flag At start line: Start when flag is lowered, this shall be between 3 and 5 seconds after it was raised. The flag will only be used if light signals are not available.

26.4.3 Red flag:

- (a) **During Practice:** Waved to signal the practice session has been stopped. Slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.
- (b) **During the Race:** Waved to signal the race has been suspended. Stop racing, slow down, ensuring following vehicles can slow in the space available, move to inside of circuit, proceed with maximum caution to the red control line. Do not overtake. Be prepared to stop if required.

26.4.4 Yellow Flag: At all times:

- (a) **Single Stationary Reduce speed. Do not overtake.** There is a hazard on or in close proximity to the circuit.
- (b) **Double Waved: Reduce speed. Do not overtake.** Be prepared to stop. There is a major hazard on or in close proximity to the circuit.
- (c) The no overtaking zone shall begin at the zone markers prior to the first flag post displaying the waved yellow flag(s) and cease when the incident is passed, there is a clear track and a waved green flag is visible to the driver at the next flag point.

Important Notes:

1. *The yellow flag will be shown at the Marshal post preceding the hazard.*
2. *Where a visibility problem exists (e.g. blind corner) the Event Director or his Assistants may authorise an additional waved yellow flag to be displayed at the post previous to the Marshal post concerned.*
3. *Should a Driver inadvertently overtake within a no overtaking zone they are to redress the pass as soon as possible and certainly within one lap. Instructions for this may be given over Race Radio.*

4. *During all yellow flag conditions the Event Director or his assistants may access lap times to ensure a competitor has reduced speed. At no stage when driving through a yellow flag zone will it be deemed acceptable for a competitor to have posted a lap time equalling or improving on a time set by the same competitor under normal racing conditions. Any competitor in breach of this condition may be subject to penalty.*

26.4.5 Yellow flag with Red Stripes:

- Displayed **single** to warn of debris or deterioration of adhesion that is imminent. Displayed **double** to warn that serious debris or deterioration of adhesion is imminent.

26.4.6 Blue Flag:

(a) During Practice:

Displayed to signal a faster vehicle is catching and may overtake you.

(b) During the Race:

Displayed to signal another vehicle is about to lap you. Let the other vehicle through, failure to do so may invoke a penalty.

(c) When exiting the Pits during a race only:

Displayed to a driver exiting the pits; it informs that vehicles on the circuit are approaching the pit exit/circuit proper merge point.

Note: *A blue light or lights may substitute this flag.*

26.4.7 Green flag:

(a) At all times:

Displayed to signal the all clear at the end of the danger area marked by Yellow Flag(s).

(b) Optional Use:

Displayed to start test or qualifying session or start formation lap.

26.4.8 Black flag displayed with White Number on black signalling board:

- The event Director requires information to be passed direct to the driver – this may be up to exclusion from the session.
- You must stop at your pit within one lap of the signal being displayed
- This information will also be announced on Race Radio.

26.4.9 Black and White Rectangular flag split diagonally and displayed with a White Number on black signalling board that includes the words ‘Time Penalty’:

- Signifies to the competitor that a judge of fact time penalty has been applied.
- This information will also be announced on Race Radio
- The display of this signal does not necessitate a return to the pits.

26.4.10 Black and White Rectangular flag split diagonally and displayed with a White Number on a black signalling board:

- A warning that your driving behaviour is considered unsportsmanlike
- This information will also be announced on Race Radio
- Any further reports will result in a Black flag.

26.4.11 Black flag with Orange Disc displayed with White Number on a black signalling board:

- Warning of apparent mechanical failure, or of a fire (which might not be obvious to you).
- Failure to have rain light illuminated.
- You must stop at your pit within one lap of the signal being displayed
- This information will also be announced on Race Radio.
- The failure must be fixed prior to returning to the circuit.

26.4.12 Black flag displayed with White Number on black signalling board that includes the words 'Drive Through penalty':

- Signifies to the competitor that a driving conduct regulation has been breached, or failure to redress Yellow Flag has been applied
- This information will also be announced on Race Radio
- Within one lap, you shall proceed to drive through the pit lane without breach of the maximum pit lane speed and without stopping at your pit.
- It is not permitted to undertake this penalty during a safety car deployment
- If it has not been possible to comply with the penalty requirement before the race is completed then a 50 second penalty will be added to your race time (Article CH 40.7.3)

26.4.13 White Flag:

- Displayed to warn you are catching a much slower vehicle that may seriously obstruct you.

26.4.14 'Last Lap' Board:

- Displayed at Finish line to signify that the vehicles are starting the last lap of a Race.

26.4.15 'Rain Lights On' Board:

- Signifies that rain lights must be illuminated.

26.4.16 Black and White Chequered flag:

- Displayed to signal the finish of testing, qualifying session or a race.

26.5 Driving Observers

26.5.1 Driving Observers may be appointed.

26.5.2 They will act as Judge of Fact - Yellow Flag redressing (Article CH 26.4.4)

26.5.3 Notification of appointment will be posted on the Official Notice Board.

26.6 Injuries

26.6.1 Any Driver involved in a collision and/or accident during testing, qualifying or racing may be examined by the circuit medical team.

26.6.2 Should a Driver be declared as “**stood down from competition**” as detailed on Form MA001 they must surrender their competition licence immediately. A clearance from a registered medical practitioner is required prior to resuming competition. This procedure is outlined on form MA003 - available from MotorSport NZ website - www.motorsport.org.nz

26.7 Race Radio: Race Radio will be used for all management notifications. (Article CH 13)

26.8 Change of Driver/Vehicle: It is permissible up to thirty (30) minutes prior to the commencement of any Event, with the prior consent of Event Director and Championship Coordinator to change either a driver or vehicle under the following conditions:

- (a) The vehicle is eligible for the Event
- (b) The driver has entered the Event
- (c) If the driver has not tested or qualified in the vehicle then they shall start at the rear of the grid or rear of the appropriate class as determined by the Event Director
- (d) If the driver has qualified the vehicle then that time will be used to determine a grid position as appropriate by the Event Director
- (e) If the category has meeting marked tyres then these are also to be transferred to the vehicle.
- (f) The drivers transponder is also to be transferred to the vehicle.

27. Inquiries / Protests / Appeals

27.1 Inquiries: May be lodged within 30 minutes of a race finish by either a Driver or Team Manager, as nominated on entry form, to a Competitor Relations Officer. Should the Event Director determine that an Inquiry is 'frivolous or vexatious' he will impose a penalty.

27.2 Driving Behaviour Inquiries: These will be investigated by the Assistant Event Directors - Investigations from available TV film, judicial in-car cameras, and officials' reports. The inquiry form will be returned endorsed with either - NO INFORMATION AVAILABLE, INFORMATION INCONCLUSIVE or HEARING REQUIRED

27.2.1 NO INFORMATION AVAILABLE - there is no information available, no action will be taken.

27.2.2 INFORMATION INCONCLUSIVE - information is inconclusive to undertake a hearing. Driver lodging inquiry form will be shown information available

27.2.3 HEARING REQUIRED - information indicates a possible breach of schedules. Hearing to be undertaken as appropriate

27.3 Subsequent information available: Should subsequent information regarding a returned inquiry indicate that a possible schedule breach has occurred, then a hearing may be convened at the next appropriate time. The additional information could be publicly shown TV film that was not available on the day or film from an in-car camera that was not available on the day.

27.4 Non Driving Inquiries: These will be investigated by the Event Director. They will be returned endorsed - NO REGULATIONS BREACHED, HEARING REQUIRED

27.4.1 NO REGULATIONS BREACHED - investigations have not revealed any breach of regulations, no action will be taken

27.4.2 HEARING REQUIRED - investigations have revealed a possible breach of regulations, hearing to be undertaken as appropriate.

27.5 Protests and Appeals: Details regarding the lodgement and related procedures can be found in Motorsport Manual Part IX and XI.

27.6 Competitor clearance:

- 27.6.1** If competitors are required for inquiries or hearings they will be advised by summons or notice, as applicable, delivered by a Competitor Relations Officer. An announcement may be made on race radio and additionally names of drivers that may be required for a hearing/inquiry will be posted on the Notice Board. These notifications will be made within one hour following completion of the category's final race for the day/meeting. No competitor may leave the circuit until 1 hour after the finish of their last race on the day.
- 27.6.2** Any competitor so notified must receive clearance from the Event Director or Chairman of Stewards prior to leaving the circuit.
- 27.6.3** Any competitor who lodges a protest into any matter must receive clearance from the Chairman of Stewards prior to leaving the circuit.
- 27.6.4** Subsequent non attendance of a competitor will not stop any hearing proceeding and a decision being taken. It is the responsibility of the relevant official or competitor to ensure their witnesses are available and able to take part in the hearing.

27.7 Stewards extended powers:

- 27.7.1** The Stewards shall have extended powers to deal with any matters that arise in relation to the Championship / Series between meetings. A Stewards' panel may be convened by MotorSport NZ at any time during the Series to consider any protest or other matter coming within their jurisdiction in relation to the Championship / Series which may be referred to them, or which may be initiated by the Stewards on their own volition.
- 27.7.2** When the Stewards have commenced a hearing at one place, and it is deemed by them not practicable to complete consideration of that matter at that time and place, the hearing may be adjourned to another time and place and may be heard by a panel of Stewards other than those who commenced the hearing, provided at least one Steward who was at the original hearing is a member of the new panel. If required the panel will be appointed by MSNZ.
- 27.7.3** The Stewards may call upon any witness or advisor they so decide, either as part of, or outside, a hearing to assist in resolution of any matter.

= TECHNICAL MANAGEMENT =

28. Technical Requirements

- 28.1** Eligibility will be for vehicles complying with the specifications set out in individual category technical schedules, as issued for the 2011 / 12 MotorSport New Zealand Race Championships.
- 28.2** All Entrants and Drivers must agree to submit their vehicle for eligibility inspections as and when required by the appointed Series Scrutineer or MotorSport NZ Technical Officers to ensure compliance with Appendix 2, Schedule A and category technical schedules.

29. MSNZ Category “C” Seals

- 29.1** Category “C” seals may be applied at any time, at the sole discretion of the Championship Scrutineer and/or MSNZ Technical Officer:
- 29.2** All applied seals, as detailed in the car’s MSNZ logbook, must remain intact for the duration of their application period. A category ‘C’ seal remains valid from date of application until 30 days after the last Round of the Series in which it was applied.
- 29.3** Should a Competitor require permission to remove a seal for maintenance purposes, it is essential that prior authorization be sought and the request is put in writing with written approval granted prior to the seal being removed.
- 29.4** All requests to be submitted in writing to the Championship Scrutineer and/or the MSNZ Technical department – refer to the relevant Championship articles for contact details. Upon approval, written confirmation of ‘PERMISSION GRANTED’ to remove the specified seal will be given. This record must be kept by the Competitor and produced upon request of a Championship Official.
- 29.4.1** Where a request to remove a seal is received away from a meeting, and it is deemed necessary by the Championship Scrutineer and/or MSNZ Technical Department to perform a technical inspection, a charge of \$150.00 per hour or part of, plus travel expenses will apply.

30. Transponders / Timing Beacons

- 30.1** Timing will be by AMB Timing. All competitors must have a transponder fitted at all time during a meeting. The transponders are not to be transferred between cars being used by different drivers.
- 30.2** The transponders that are to be used are AMB model TX260 DP (direct power) or TX260 BP (rechargeable battery)
- 30.3** They are available for purchase from AMB Website (www.mylaps.com), Canterbury Car Club (03 3496003 (ph), 03 3496004 (fax) or admin@canterburycarclub.co.nz or Historic Racing Club (hrc.nz@hotmail.com or Bill Ritchie 021 515 460)
- 30.4** It will be the competitor’s responsibility to mount the transponder. See Article 30.5.
- 30.5 Mounting requirements:** The transponders and its associated brackets will be mounted as:
- (a)** For single seaters, shall be fitted to the bodywork rearward of the front axle centre line by up to a maximum of 100mm and within 200mm of the ground.
 - (b)** For saloon cars, shall be fitted to the inner guard rearward of the front axle centre line by up to a maximum of 200mm and within 500mm of the ground.
 - (c)** The transponder shall have a clear view to the track with no metal or carbon fibre beneath it.
 - (d)** Ensure that these cannot make contact with either the wheel assembly or the ground.

30.6 In-car Electronic timing beacons:

30.6.1 The beacons will be managed as:

- (a)** only one beacon of each type (e.g. 1 X AIM beacon: 1 X Stack beacon, 2 x Motec; 1 x Hot Lap beacon, 1 X PI, 1 X 2D, etc) is allowed to be used for all competing vehicles. These will remain in place until completion of the last race for which they are being used.
- (b)** All Championship Co-ordinators are required to liaise with David Slater who has been charged by MotorSport NZ to ensure that these official beacons (all identified with a MotorSport NZ logo) are fairly placed in close proximity to the start line and that a list detailing the operating frequencies are published for each Championship Round. This information will be placed on the Notice Board.
- (c)** Any other beacons found along the pit wall area will be removed and competitors responsible will have to collect them from the Event Directors office.

31. Scales

31.1 The scales will be available for use from Friday at all rounds.

31.2 The specific location and times of operation will be advised on the official notice board.

31.3 The scales will be available 60 minutes prior to the first circuit session each day.

32. Competitor Acquisition Systems

32.1 All systems of data recording, including cameras, fitted to the vehicle by the competitor shall be made available, upon request, by the Event Director, Stewards, Championship Coordinator, Championship Scrutineers and/or MSNZ Technical Officers. Under this purpose, competitors are responsible to save a copy of all the data from that Meeting without modifying or deleting the data until two hours after the finish of their last race.

33. Judicial In-car Cameras

33.1 MotorSport NZ may require cameras to be fitted in or on vehicles for use to resolve inquiries or any other judicial issue.

33.2 These cameras must be fitted to ensure a clear view forward, showing both front corners and, if possible, the steering wheel.

33.3 These cameras are additional to any cameras fitted by the driver, for private use, or TMC approved TV provider. (See Article CH 38) Any additional cameras must not impede the view of judicial cameras which shall have precedence.

34. Fuel

- 34.1 Authorised fuel:** The only fuel permitted for all Championship categories except the Toyota Racing Series Championship is BP Ultimate 98 Octane (unleaded), which will be the control fuel. All competitors must use the control fuel at all times during the official event duration.
- 34.2 Fuel supply:** Fuel shall be supplied by Motorsport Logistics Ltd at each venue and shall be the only fuel permissible. The Motorsport Logistics Ltd contact is:
Max Hodder
Ph: 027 287 7476
Fax: 06 385 4159
Email: bookingsforyou@yahoo.com
- 34.3** Unless stated in the individual Championship category Technical Schedule, additives of any kind, specification, chemical description or composition shall not be added to the control fuel, nor may a blend of two or more fuels be used.

= MEDIA & PROMOTION =

35. Media / Promotional Activities

- 35.1** When requested, drivers shall take part in approved media or promotional activities. The schedule of promotional activities for each Round will be advised two weeks prior to that Round.
- 35.2** The schedule will be distributed by email to the address indicated on entry forms.
- 35.3** Communications regarding any media / promotional activities will only be initiated by TMC.
- 35.4** Failure to attend when required may incur a penalty.

36. Presentations and Awards

- 36.1** The podium presentation arrangements will be contained in documentation relating to that meeting.
- 36.2** A category podium presentation will be held at the conclusion of a categories final race for the Meeting. The presentation will be for the "round winner", 2nd and 3rd. Prior approval for non attendance must be sought and obtained from TMC.
- 36.3** Details and operating requirements will be clarified to category co-ordinators prior to each round, by email, from TMC.
- 36.4** The placings will be decided on points gained during that meeting in accordance with Article 10.1 and category Articles.
- 36.6** The MotorSport NZ titles for Championship winners will be awarded to the Driver gaining the highest aggregate points from these Rounds constituting the Championship.

37. Required Decal Placement

37.1 Decal Placement:

- (1) Entry into the Championships is conditional upon correct decal, overall patch and official competition number set placement according to diagrams contained in Category Championship Articles, Appendix 1. This includes service vehicles and pit crew attire when specified.
- (2) All decals on the sides and rear of vehicles shall be placed on vertical surfaces so that the logo is visible.
- (3) The Championship or Series Coordinator will advise the Event Director of Competitors who fail to comply with correct decal, overall patch and official competition number set placement.
- (4) No protests shall lie between Drivers and / or Entrants, on the irregularity of wearing, placement or positioning of sponsors decals on vehicles or elsewhere as contained in the Championship or Series articles.

38. Television

38.1 Access to Television Outside Broadcast Facility and footage: No Entrant, Driver or team member shall be permitted to access the television 'Outside Broadcasting' facility or gain access to any footage directly from the broadcaster during an Event, without obtaining the express permission of the Event Director or the Chairman of Stewarding Panel.

38.2 Television In Car Camera:

38.2.1 In-car camera(s) are permitted only: where all such installations are approved by the Championship or Series Co-ordinator; and

38.2.2 The broadcast rights to the data from these cameras is the property of The MotorSport Company Limited.

39. Hot Laps – All saloon categories

39.1 Background: Hot Laps are arranged to meet promotional, media and series sponsor requirements.

To ensure the allocated time slot is not exceeded, a limit may be placed on the number of vehicles on circuit and the number of rides at any meeting. Therefore allocation will be on a first come, first served basis. The number of rides per vehicle is limited for **4** for NZV8s, and **3** for Suzuki Swift Sport Cup and V8 UTEs.

All vehicles being used are to have passenger safety equipment to a minimum of Schedule A standard. Single layer overalls are permitted for passengers.

As this session is for promotional purposes, and not for driver instruction, no team member, team manager or current competition licence holder is permitted to be taken as a passenger.

Note: *If a competitor has specific hot lap requirements then please advise TMC Co-ordinator in advance so your meeting rides can be included in the day's schedule. TMC may also request Competitors to undertake additional meeting rides.*

39.1.1 Procedure:

- Advance notification of meeting rides (up to the Thursday prior to a meeting) is recommended. Send details to kerry@motorsport.org.nz. A vehicle indemnity form will be filled out for you and this will need to be signed on event.
- During the meeting
 - Drivers are to come to the TMC bus to complete and sign their vehicle indemnity form – (anytime from Thursday or before 1400 on Friday.)
 - Names of guests MUST be advised before 1500 on the Friday.
 - All forms will be kept at the TMC bus.
 - All guests must report to the TMC bus between 1500 and 1600 to sign the indemnity form and be issued with a wristband.
 - All wristbands will have the relevant car number written on it to avoid any confusion.
 - Guests then have 30 minutes to spend with the responsible team to get kitted out in the appropriate gear.
 - Team members to take guests to the grid (or pre-arranged area) ready to get in the vehicles.
 - You may have 2 team members plus your passengers in pit lane.
 - Team members should be clearly identifiable.
 - Officials will check the wristband of each person in a vehicle prior to releasing them onto the circuit for their meeting ride.
- Any guests not signed before 1600 Friday will NOT be issued with a wristband and will therefore not be able to participate in meeting rides.
- Any questions please contact Kerry: 027 447 5669 or see him at the TMC bus.

39.1.2 Warm up laps: At the start of the session each car must undertake warm up laps as follows:

1. Exit the Pit Lane and complete that part of a lap until the Car crosses the start/finish line, and then
2. complete a whole lap (the “flying lap”) which must finish when the Car crosses the start/finish line again; and then
3. complete that part of a further lap which is necessary to return to the Pit Lane.

39.1.3 Number of Laps: Each hot lap ride will consist of only one (1) “flying lap” of the race track for each individual passenger carried. A “flying lap” is one in which a Car carrying a passenger is permitted only to:

1. Exit the Pit Lane and complete that part of a lap until the Car crosses the start/finish line, and then
2. complete a whole lap (the “flying lap”) which must finish when the Car crosses the start/finish line again; and then
3. complete that part of a further lap which is necessary to return to the Pit Lane.

Each guest may only have one ride.

39.1.4 Speed and Conduct: At all times during this session a Car must not be driven at full racing speed. The Car is to be driven comfortably within Driver and Car limits. The Driver must not lose control of the Car or allow all 4 wheels of the Car to leave the racing surface.

CATEGORY OF OFFENCE	STANDARD PENALTIES		LICENCE DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
CH.40.4 Breach of any specific requirement or obligation of Driver or Entrant for which no other penalty is specified in this Schedule under: (a) National Sporting Code or (b) Any Appendix or Schedule to an Appendix thereof or (c) The Standing Regulations or Supplementary Regulations (if any) of Meeting or Event	\$3,000.00		
CH.40.5 Failure to attend driver's briefing (Organisers or Category)	\$300.00		
CH.40.6 Submitting a false declaration relating to validity of Civil Drivers Licence (NSC 43(3)(a) refers)	\$1,500.00	Suspension of competition Licence until 30 June 2012 (refer Schedule P, Article 2.1 (7))	
CH.40.7.1 Failure to Produce: (a) Vehicle logbook at Safety Audit inspection	\$300.00		
CH.40.7.2 (b) Vehicle identity papers (Vehicle or Roll cage/bar Homologation) when required to do so.	\$300.00		
CH.40.8 Competing in or entering competing vehicle not eligible for Meeting or Event under Category Technical Schedule Performance and/or Reliability	\$3,000.00	1. Exclusion from Meeting or Event or Part of the Meeting or Event. 2. Endorsement of competition licence for minimum of one month and maximum of twelve months	
CH.40.9 Competing in or entering competing vehicle not eligible for Meeting or Event under Category Technical Schedule Non performance and/or reliability	\$1,500.00		

CATEGORY OF OFFENCE	STANDARD PENALTIES		LICENCE DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
<p>CH.40.10.1 Failing to present competing vehicle: (a) For eligibility inspection when required to do so</p> <p>Or</p> <p>CH.40.10.2 (b) To Race Event Parc Fermé when required</p>	\$3,000.00	Exclusion from Meeting or Event.	
<p>CH.40.11.1 Failure to have MotorSport NZ official seals fitted.</p> <p>CH.40.11.2 Found to have broken, tampered with or removed MotorSport NZ seals as applied in accordance with Schedule A.</p> <p>CH.40.11.3 Found to be ineligible following removal of official seal(s) for technical compliance inspections by an appointed Technical Officer or Series Technical Officer.</p>	\$1,000.00 \$3,000.00 \$3,000.00	<p>Exclusion from the Series, Meeting or Event, and Deduction of all Championship or Series points since seal application date.</p> <p>Exclusion from the Series, Meeting or Event, and Deduction of all Championship or Series points since seal application date. and Endorsement of competition licence for minimum of one month and maximum of twelve months</p>	
<p>CH.40.12 Disregard of Red Flag.</p>	\$3,000.00	Exclusion from Meeting or Event.	4
<p>CH.40.13* Overtaking or failing to maintain position under the yellow flag. which has not been redressed within one lap</p>		Pit Lane Drive Through	2
<p>CH.40.14 Disregarding the black flag with number or black flag with orange disc.</p>	\$1,500.00	<p><u>Qualifying</u> Exclusion from qualifying session</p> <p><u>Racing</u> Exclusion from Race,</p>	4

CATEGORY OF OFFENCE	STANDARD PENALTIES		LICENCE DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
CH.40.15 Causing qualifying session to be Red Flagged (Article CH 19.5).		To be moved 3 places back in starting grid	
CH.40.16 * Breach of Code of Driving Conduct		Qualifying to be moved 5 places back in starting grid	3
		Racing Pit Lane Drive Through. If this does not correct the race positions then placement behind affected competitor in race results. This may include DNF. Post Race Inquiry: 50 seconds to race time	3
CH.40.17 Careless driving causing or likely to cause an incident	\$2,000.00	Exclusion from race or qualifying session and Endorsement of competition licence for minimum of one month and maximum of six months	4
CH.40.18 Dangerous Driving (Performing an act or omission creating very serious risk with deliberate disregard of the consequences)	\$3,000.00	Exclusion from race or qualifying session and Endorsement of competition licence for minimum of three months and maximum of twelve months	5
CH.40.19.1 Breach of formation lap procedures		Addition of 5 seconds to race time.	1
CH.40.19.2 False start.		Addition of 5 seconds to race time.	1

CATEGORY OF OFFENCE	STANDARD PENALTIES		LICENCE DEMERIT POINTS
CH.40.20 Breach of Rolling Start or Safety Car Regulations.		Addition of 10 seconds to race time	1
CH.40.21 Breach of Pit or Parc Ferme Regulations.	\$750.00		
CH.40.22 (a) Crossing the pit entry line when not entering the pits, or (b) Crossing the pit exit blend line when leaving pit lane.		<u>Qualifying</u> to be moved 3 places back in starting grid <u>Racing</u> addition of 10 seconds to race time	2 2
CH.40.23* Breach of Circuit Regulations		<u>Qualifying</u> to be moved 5 places back in starting grid <u>Racing</u> Pit Lane Drive Through	2 3
CH.40.24 Breach of Category Testing Articles	\$3,000.00	Start from rear of grid, race one at circuit where offence has been committed, or next race as appropriate and Endorsement of Competition Licence until 30 June 2012	
CH.40.25* Breach of Pit Lane Speed Limit		<u>Qualifying</u> to be moved 5 places back in starting grid <u>Racing</u> Pit Lane Drive Through	2 3
CH.40.26 Failure to have correct numbers or advertising affixed during meeting	\$1500.00		
CH.40.27 Breach of Promotional Responsibilities	\$1,500.00		

CATEGORY OF OFFENCE	STANDARD PENALTIES		LICENCE DEMERIT POINTS
	MAXIMUM FINE	PENALTY	
CH.40.28 Additional team personnel on starting grid	\$750.00		
CH.40.29 Failure to complete documentation/sign on requirements within specified time frame (Article 8.3)	\$50.00		
CH.40.30 Abuse of Officials	\$5000.00	Endorsement of competition licence for minimum of three months and maximum of twelve months	
CH.40.31 Lodgement of 'frivolous or vexatious' inquiry or protest	\$3000.00		

*The Pit Lane Drive Through penalty may be replaced by a penalty of 50seconds to race time. However the demerit points will be applied

40.3 Notwithstanding the maximum fines provided above, the maximum fine for offences committed by non Super Licence Championship categories will be no greater than 50% of the amount provided for in the Schedule above, any additional penalty shall remain as per the Schedule.

40.4 The Event Director may, for any offence, take the following additional actions

- (a) Impose the penalty of exclusion from Meeting or Event
- (b) Endorse competition licence up to 30 June 2012.
- (c) Refer repeat or serious offences to the Stewards for further action which may include licence suspension

40.5 The Stewards maximum fine level is raised to \$10,000 for any offence. Additionally they may, for any offence, impose the penalty of exclusion from Meeting or Event and endorse a competition licence for a maximum period of 12 months.

40.5.1 If at the conclusion of a hearing the Stewards consider that the matter has been proven and the penalty prescribed in this Schedule is insufficient given the serious nature of the offence then in such instances the matter may be passed to the Executive Committee or sub-committee for action.

40.6 Licence Demerit Points: These penalty points are deemed to be part of any time or Drive Through penalty that may have been imposed. These points are cumulative over all rounds of the Championship Series and any non championship trophy events.

6 points = Go back 6 grid places for next race
10 points = start from rear of grid for the next race
15 points = exclusion from next race and start from rear of grid at following race
19 points = exclusion from two races and endorsement of competition licence until
30 June 2012

Note: *The 'next race' is clarified as being the race following a decision being delivered.*

40.7 Pit Lane Drive Through penalties:

40.7.1 A "Pit Lane Drive Through" is defined as a competitor entering and exiting pit lane without stopping.

40.7.2 Pit Lane Drive Through penalties may not be commenced during a Safety Car period.

40.7.3 If it is not possible to complete a Pit Lane Drive Through then 50 seconds will be added to race time plus any additional penalty applicable.

40.8 Licence endorsements: If a competitor receives a second competition licence endorsement for the same category of offence then their licence is automatically suspended for the period of the initial endorsement.

40.9 Reverse grids: If a competitor receives any penalty during a meeting that will give a positive effect for a reverse grid start then they will be placed at the rear of the reversed section of the grid.

40.9.1 FOR NZV8s ONLY: Any competitor affected will be placed six grid positions back once the reversing has been completed.