

ARTICLES GOVERNING THE 2017 NZ ENDURANCE RACING CHAMPIONSHIP



PREAMBLE

MotorSport NZ Inc hereby declare the following Articles to be those governing the 2017 NZ Endurance Racing Championship.

The Championship is organised and held in accordance with the MotorSport NZ National Sporting Code, the Standing Regulations, these Series Articles, and any Supplementary Regulations applicable to and issued by the Organisers of each Round of the Championship.

These Articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Event Supplementary Regulations issued by the inviting Clubs.

The Championship is held under a MotorSport NZ Sanctioning Permit No: **180150**

1. INTERPRETATION:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

'The Championship' means the MotorSport NZ NZ Endurance Racing Championship; and

"MotorSport NZ" or **"MSNZ"** means MotorSport New Zealand Inc; and

"Inviting Club" means the MotorSport NZ club hosting Rounds of the Championship; and

'National Sporting Code' or **'NSC'** means the National Sporting Code issued by MotorSport NZ from time to time; and

"Elite-Level Driver" means a driver whose performances and achievements is considered by MotorSport NZ, at their sole discretion, to be a highly skilled racing driver; and

'Qualifying Series' means the MotorSport NZ sanctioned series from which entries to the Championship are accepted; and

'Round' means the individual Race Meeting at which the Drivers may score points towards the Championship; and

"Supplementary Regulations" means the Supplementary Regulations issued for each Round.

2.0 ELIGIBILITY:

2.1 All Drivers shall hold a C Grade Competition Licence or higher and where the Entrant is other than the Driver, an Entrant's Licence is required in the name of the Entrant.

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 NZ Race Championships and be eligible for awards.*

2.2.1 **Three Hour competitors:** A minimum of two(2) and maximum of three(3) Drivers are required for each competing vehicle in the Series. Also refer Article 8.4.

2.2.2 **One Hour competitors:** A minimum of one(1) and maximum of two(2) Drivers are required for each competing vehicle in the Series. Also refer Article 8.5.

2.3 **Eligible vehicles** are; 'Closed' Saloons, Closed GT variants and Closed Sports Cars, all of Series Production manufacture with total monocoque construction. Additionally, the following specific vehicles are eligible:

- Any NZ TLX chassis manufactured by Mitchell Race Xtreme(MRX) with chassis numbers 000X to 007X, and
- Any NZ V8 SuperTourer chassis that was originally supplied by Pace Innovations prior to 1 January 2015, with a Pace chassis number starting with V8ST, and
- Any Australian V8 Supercar that has previously competed in the Australian V8 Supercar championship, and
- Any Panoz Esperante GTS, Ginetta G40, G50 or G55.

2.3.1 Any other vehicle(s), in addition to those listed in Article 2.3 above, accepted for entry invited to compete by the Qualifying Series, will be eligible for the Championship.

2.3.2 Specifically excluded from this Championship are:

- 'Open' Sports Cars, or
- TraNZam cars, or
- Other cars that do not have OEM type bonnet, boot and doors, or
- any Le Mans Prototype(LMP) (eg: LMP1, 2 or 3), or
- any Daytona Prototype or similar vehicle (eg: Saker, Mosler etc)
- any Class GT 'A' cars competing in the One Hour Race, or
- any other cars

not accepted for entry into a Qualifying Series.

2.4 All vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.

2.4.1 A safety cage is mandatory for all vehicles competing in the Championship. All safety cages shall be homologated by MotorSport NZ, with the homologation certificate contained in the vehicle's logbook.

2.5 **Fuel:** The only fuels authorised for use in competing vehicles at any Round of this Championship is as per Appendix Two, Schedule A Article 3.9 Fuel.

2.6 All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Championship Scrutineer/s, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor / Entrant.

2.7 Competing classes will be determined by engine capacity as follows:

- Class 1: 3501 cc and over
- Class 2: 2001 cc to 3500 cc
- Class 3: 1601 cc to 2000 cc
- Class 4: up to 1600 cc

Note: Engine capacity equivalence factors will be applied as follows:

- Forced induction x 1.7
- Rotary engine x 1.8
- Diesel forced induction x 1.5

2.7.1 In addition to the above classes there will be additional 'GT' classes as follows:

(1) Class GT 'A': for cars constructed to FIA GT3 specification (post 2007), and any CotF Australian V8 supercar, or any other car at the sole discretion of the Qualifying Series.

(2) Class GT 'B': for any Porsche 997 or 991 Cup car, any pre-CotF Australian V8 Supercar, any pre-2008 FIA GT car, any FIA GT4 car, any space-framed car, or any other car, at the sole discretion of the Qualifying Series.

2.7.2 Any Porsche model 996 or older will not be classified as a 'GT' class car and will be classified by its engine capacity, provided it was manufactured prior to 2007, and retains an H pattern gearbox.

2.7.3 MotorSport NZ reserves the right to amalgamate or reorganise the class structure if insufficient entries are received for any one(1) class prior to the first round of the Championship.

3.0 CHAMPIONSHIP PERSONNEL:

3.1 At each Round of the Championship the following personnel or their approved assistant/s shall have the responsibilities and authorities set out:

3.1.1 NZ Endurance Racing

Championship Coordinator: Karen Dovey
Mobile Phone No: 027 499 5604
Email: Karen@exceed.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all administrative matters including receiving all Round entries.
- (b) Record and publish all Championship points schedules.
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles.
- (d) Act in the capacity as a Competitor Relations Officer (as detailed in National Sporting Code, Article 88) for the Series Competitors.

The Championship Coordinator may appoint a Championship Secretary and/or assistant(s) to assist with administrative duties in connection with the Championship.

3.1.2 NZ Endurance Racing

Championship Secretary: Karen Dovey
Mobile Phone No: 027 499 5604
Email: Karen@exceed.co.nz

3.1.3 NZ Endurance Racing

Championship Scrutineer David Thompson
Mobile Phone No: 027 235 5233
Email: taupo.dave@xtra.co.nz

Who shall have the duties and authority of a Championship Scrutineer as set out in the National Sporting Code and who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all technical matters pertaining to the Championship.
- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Championship in order to ascertain compliance with the technical regulations, and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their vehicle, and
- (e) To report, to the Championship Coordinator, any instances where a breach of the technical regulations has been proven.

3.2 All correspondence shall be addressed to the Championship Secretary who is authorised by MotorSport NZ to carry out all the necessary administrative duties for the Series.

4.0 CHAMPIONSHIP STRUCTURE:

4.1 The Championship will comprise of the following Rounds:

Round	Date	Venue	Race Duration	Inviting Club
ONE HOUR SERIES				
1	24 March 2018	Pukekohe	1 hour	NIERDC
THREE HOUR SERIES				
1	24 March 2018	Pukekohe	3 hour	NIERDC

4.1.1 MotorSport NZ reserves the right to either cancel or amend any rounds of the Championship due to force majeure without in any way affecting its powers to award any title.

4.2 At all Rounds the Three Hour Race and the One Hour Race shall be separate races.

5.0 ROUND FORMAT:

5.1 Testing (Practice Sessions); may be available to Drivers prior to any Round of the Championship and shall be subject to availability and track hire charges as set by the Inviting Club.

5.2 Qualifying Sessions (3 Hour); For the Three Hour Race there shall be two(2) qualifying sessions each a minimum of twenty(20) minutes duration, which may be followed by a 'Top 10 Shootout', which if included, will be conducted as follows:

- (1) Unless specifically permitted by the Clerk of the Course, all drivers shall participate in at least one(1) of the Qualifying sessions.
- (2) Following the conclusion of the second Qualifying session the ten(10) fastest competing vehicles, taken from the fastest time recorded in either Qualifying session, shall contest a one(1) lap 'Shootout'. This session will determine the positions of competitors qualifying 1st (pole position) through to 10th for the Race.

Any member of the Driving Team of the competing vehicle may contest the 'Shootout' (regardless of whether that driver set the fastest Qualifying time or not), however the Driver contesting the 'Top Ten Shootout' must start the Race. Failure of the Driver contesting the 'Shootout' to start the Race will result in five(5) minutes added to the competing vehicles race time.

- (3) The session will be run in order from the slowest time (10th) to the fastest time (1st) recorded. The track time will consist of one(1) warm up lap, one(1) flying timed lap and one(1) slow down lap. Competitors are to be ready for release onto the circuit as the previous vehicle completes their flying lap. When the slowdown lap is being completed competitors are to return to pit lane. Once a lap time has been recorded, the lap time achieved by that competing vehicle in the qualifying session(s) will then be discarded.

Any competitor who is not ready for release onto the track as required, or who fails to record a time during the lap, will forfeit their lap and be placed in ascending order for the Race commencing at grid position 10. If there is more than one(1) competitor, then those competitors shall be placed in ascending order from grid position 10, based on the time recorded to qualify for the 'Shootout'.

- (4) The gap between each Qualifying session, and between the second Qualifying session and the 'Shootout', and the method of release onto the circuit from pit lane shall be specified in the Supplementary Regulations for the Event.
- (5) Should the Clerk of the Course deem that conditions have changed during the shootout session, the Clerk of the Course may revert to the previous Qualifying session times to establish a grid for the Race.

5.2.1 Qualifying Session (1 Hour); For the One Hour Race there shall be a minimum of one(1) qualifying session with a minimum of twenty(20) minutes duration.

5.3 Races; For each of the One Hour and Three Hour Races, the Race winner will be the Driving Team who covers the greatest distance in the allotted time (at which point the end of the Race signal will be displayed to the leading vehicle).

- 5.4 Grid positions;** The start grid positions shall be determined from the fastest qualifying times achieved by each competing vehicle in either qualifying session one(1), or qualifying session two(2), or if included, (for the Three Hour Race only) the 'Top 10 Shootout', fastest vehicle to the front.
- 5.5 Starting procedures;** Shall be by 'rolling start' in a 2 x 2 formation – Refer Appendix Four, Schedule Z – Article 8.3.
- 5.6** All competing vehicles shall make at least one(1) pit stop per Race. This stop is not permitted under red flag conditions.
- Three Hour competitors refer to Article 8.4.3.
 - One Hour competitors refer to Article 8.5.3.
- 5.7** At all Rounds, the Clerk of the Course and/or the Stewards of the Meeting, reserves the right to shorten and/or cancel any practice/qualifying sessions and/or Races in the case of Force Majeure and a race result may still be awarded.
- 5.8** During a red flag situation no vehicle may be worked on in pit lane or Parc Fermé. Any vehicle removed from pit lane must be removed to Parc Fermé, unless withdrawing from the race. The only vehicles able to be worked on are those already in the pit paddock when the red flag was first displayed.
- 6.0 PENALTIES, PROTESTS and APPEALS:**
- 6.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.
- 6.2** The Championship Coordinator shall have the authority as set out in NSC – Part VII Article 80.
- 6.3** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Championship Coordinator and the Competitor Relations Officer (where appointed for the Meeting).
- 6.4** Competitors / Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 6.5** Competitors / Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.
- 7.0 CHAMPIONSHIP ENTRY:**
- 7.1** Entry into the Championship shall be restricted to entries accepted into a Qualifying Series. The Qualifying Series are:
- (1)** The 2017 South Island Endurance Racing Series
 - (2)** The 2017 North Island Endurance Racing Series
- 7.2** The top twenty(20) vehicles, based on overall points scored from all Rounds of the Qualifying Series' 3 Hour and 1 Hour race series, shall be invited to enter the Championship. If any of the top twenty(20) vehicles invited to enter decline the invitation to compete then that invitation shall be extended to the next highest points scorer of the respective Qualifying Series.

- 7.2.1** Any vehicle, entered in both Qualifying Series, qualifying in the top twenty(20) in both of those Qualifying Series in accordance with Article 7.2 above, shall be deemed to be from, and only included in, the Qualifying Series that the vehicle qualified in the highest position. In the event of a vehicle qualifying in the same overall position in both Qualifying Series, then that vehicle shall be deemed to be from the Series of the island in which it is usually domiciled.
- 7.2.2** Any member of a Driving Team who qualifies for entry to the Championship in a Driving Team from each of the Qualifying Series shall automatically remain a member of the highest qualifying Driving Team. The other Driving Team shall not be deemed to have changed the Driving Team in accordance with Article 8.4.1(a) or Article 8.5.1(a) below.
- 7.3** MotorSport NZ reserves the right to cancel any Round of the Championship if less than twelve(12) entries are received, without affecting in any way it's power to award any title.
- 7.4** The Championship Secretary will allocate competition numbers to all Competitors in the Championship. These will be advised on the acceptance of entry. Competitors may request their Qualifying Series number (with preference given to the host Inviting Club qualifiers in the case of duplicate requests), and excepting numbers '1' '2' and '3' which will be allocated (in that order) to last season's Championship 1st, 2nd and 3rd overall placed. All competition numbers shall comply with the prescriptions of Appendix Two, Schedule A Article 6.2 – Competition Numbers.

8.0 CONDITIONS OF ENTRY:

- 8.1** The Competitor / Entrant, by entering the Championship, is deemed to be in acceptance of these Championship Articles as they are presented, and shall be at all times responsible for the presentation of their competing vehicle with respect to safety requirements under Schedule A, and eligibility requirements under these Articles.
- 8.2** The Competitor / Entrant, by entering the Championship, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Championship Sponsor, as detailed within these Articles.
- 8.3** All other eligibility queries shall be determined by the Inviting Club in consultation with the Qualifying Series'. The Inviting Club reserves the right to allow an entry which falls outside of the qualifying requirements.

8.4 SPECIFIC DRIVER REQUIREMENTS - 3 HOUR CHAMPIONSHIP:

- 8.4.1 Drivers:** A maximum of three(3) and minimum of two(2) Drivers shall be nominated to drive each competing car at each Round of the Championship, and will be known as the Driving Team. It is permissible to make changes to either the Driving Team or the competing vehicle (but not both) from that used in the Qualifying Series as follows:
- (a) Change to Driving Team:** One(1) member of the Driving Team from the Qualifying Series may be changed (added, removed or replaced), subject to the constraints pertaining to maximum and/or minimum Drivers. The competing vehicle must not be replaced from that used in the Qualifying Series.

OR

- (b) **Change of competing vehicle:** The competing vehicle may be replaced with another competition vehicle, eligible in accordance with Article 2.3 or 2.3.1 above, however the Driving Team must remain unchanged from that used in the Qualifying Series.

Note: A replacement vehicle is defined as one that has a different logbook to the original competition vehicle.

8.4.1.1 Only one(1) Elite-Level driver is permitted per driving team at each Round of the Championship.

8.4.2 A Driver may only be entered to drive in one(1) 3 Hour Driving Team hence drive one(1) Three Hour competing car at any Round of the Championship. No 'cross entries' are authorised, subject to Article 8.5.2.

8.4.3 Each Driver shall drive for a minimum of 45 minutes and maximum of 120 minutes, (combined time) at each 3 Hour Race of the Championship.

8.5 SPECIFIC DRIVER REQUIREMENTS - 1 HOUR CHAMPIONSHIP:

8.5.1 **Drivers:** A maximum of two(2) and minimum of one(1) Driver(s) shall be nominated to drive each competing car at each Round of the Championship, and will be known as the Driving Team. . It is permissible to make changes to either the Driving Team or the competing vehicle (but not both) from that used in the Qualifying Series as follows:

- (a) **Change to Driving Team:** Provided that the Driving Team from the Qualifying Series consisted of two(2) nominated drivers, one(1) member of that Driving Team may be removed. The competing vehicle must not be replaced from that used in the Qualifying Series.

OR

- (b) **Change of competing vehicle:** The competing vehicle may be replaced with another competition vehicle, eligible in accordance with Article 2.3 or 2.3.1 above, however the Driving Team must remain unchanged from that used in the Qualifying Series.

Note: A replacement vehicle is defined as one that has a different logbook to the original competition vehicle.

8.5.1.1 Elite-Level drivers are specifically prohibited from competing in the One Hour Championship.

8.5.1.2 Class GT 'A' cars are specifically prohibited from competing in the One Hour Championship.

8.5.2 A Driver may only be entered to drive in one(1) One Hour Driving Team hence drive one(1) One Hour competing car at any Round of the Championship. No 'cross entries' are authorised. However drivers may compete in both the One Hour and Three Hour races providing the maximum guidelines of Article 8.4.2 are met.

8.5.3 During the One Hour race there is a compulsory pit stop to take place between ten(10) and fifty(50) minutes of the race duration. During this pit stop either:

- (a) a driver change is to be made, or

- (b) the driver must exit the car, complete a full circuit of the car ensuring that their direction of travel when on the pit lane side of the vehicle faces oncoming traffic proceeding down pit lane, and re-enter.

8.5.4 For the purposes of Article 8.5.3 above, the pitstop is considered to start when the vehicle crosses the speed restriction line in the pit entry lane, and ends when the vehicle crosses the speed derestriction line in the pit lane exit.

Note: for clarification, the deceleration and acceleration zones are not considered to form part of the pitstop.

8.5.5 Method of Driver Change: Where a driver change is made, the incoming driver must be positioned on the pit garage side of the vehicle. The outgoing driver must exit the vehicle, proceed around the vehicle ensuring that their direction of travel when on the pit lane side of the vehicle faces oncoming traffic proceeding down pit lane, to the pit garage side of the vehicle and 'tag' the replacement driver, who shall then continue the circuit of the car (in the same direction as the outgoing driver) before entering the vehicle.

9.0 POINTS:

9.1 Points will be recorded and published by the Championship Coordinator and will be allocated to Drivers based on their overall finishing positions in each Race, at each Round of the Championship.

9.2 The points will be allocated as follows:

Overall & Class finishing position – Allocated points			
1 st	75	11 th	42
2 nd	70	12 th	40
3 rd	66	13 th	38
4 th	62	14 th	36
5 th	59	15 th	34
6 th	56	16 th	32
7 th	53	17 th	30
8 th	50	18 th	28
9 th	47	19 th	26
10 th	44	20 th	25

Reducing by 1 point per place thereafter.

10.0 AWARDS:

10.1 At the Annual MotorSport NZ Awards Function the following awards will be made:

- (1) **3 Hour Endurance Champion:** The overall winner of the 3 Hour Endurance Championship (highest aggregate of points scored from all Rounds of the Championship) will be awarded the MotorSport NZ Endurance Championship Trophy.
- (2) **1 Hour Endurance Champion:** The overall winner of the 1 Hour Endurance Championship (highest aggregate of points scored from all Rounds of the Championship) shall receive a MotorSport NZ Endurance Trophy.

10.2 Class Champions: The presentation of Class Championship Awards shall be made at the conclusion of the Championship, at a time and place and in a manner as specified by the Inviting Club. The following awards may be presented:

- **Overall Champion – 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points throughout all Rounds that constitute the Championship.
- **Class 1 Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 1 throughout all Rounds that constitute the Championship.
- **Class 2 Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 2 throughout all Rounds that constitute the Championship.
- **Class 3 Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 3 throughout all Rounds that constitute the Championship.
- **Class 4 Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 4 throughout all Rounds that constitute the Championship.
- **Class GT 'A' Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class GT 'A' throughout all Rounds that constitute the Championship.
- **Class GT 'B' Champion - 3 Hour Endurance Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class GT 'B' throughout all Rounds that constitute the Championship.
- **Champion – 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points throughout all Rounds that constitute the Championship.
- **Class 1 Champion - 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 1 throughout all Rounds that constitute the Championship.
- **Class 2 Champion - 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 2 throughout all Rounds that constitute the Championship.
- **Class 3 Champion - 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 3 throughout all Rounds that constitute the Championship.
- **Class 4 Champion - 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class 4 throughout all Rounds that constitute the Championship.
- **Class GT 'B' Champion - 1 Hour Race Championship** which will be awarded to the Driving Team who have gained the highest aggregate of points in Class GT 'B' throughout all Rounds that constitute the Championship.

11.0 PARC FERMÉ:

11.1 Unless otherwise instructed, at the conclusion of all races, Drivers will be required to drive their competing vehicle directly (and without any team personnel/crew intervention) to the designated Parc Fermé, which will be on the starting grid of the circuit, or an alternative location which will be notified on the official notice board of the Meeting.

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.*

11.2 The only people allowed into the Parc Fermé area are the driver(s) of the cars and one(1) team member per car who may only assist the driver, take tyre pressures and open the car for ventilation.

11.3 The Championship Scrutineer may authorise entry of additional team personnel for the purposes of vehicle eligibility inspections.

12.0 DECALS:

12.1 The Qualifying Series reserves the right to provide sponsors windscreen and/or door banners and/or decals for any or all Rounds of the Championship, which must be displayed on each race car.

12.1.1 Decals shall be supplied by the Qualifying Series, and applied to the reserved spaces as detailed in appendix 1.

12.1.2 Class Identification Decal: Each vehicle shall display a coloured class identification decal, supplied by the Club, positioned at the top left hand side of the windscreen

12.1.3 One set of decals shall be supplied free of charge, any additional decals required will be charged for at the current rates.

12.2 All Competitors shall ensure that their competing vehicle and apparel have the specified spaces reserved as described in Article 12.1.1.

12.3 Additionally, where specified, competition number sets shall comply with the requirements of these Articles, and (on Saloons) the Driver's name should appear on both rear side windows.

13.0 TELEVISION AND IN-CAR CAMERAS:

13.1 Competitors / Entrants may apply to the Championship Coordinator for permission to install an in-car camera for use during the Championship.

13.2 All in-car camera installations shall be subject to inspection and approval by the Championship Scrutineer and/or Chief Scrutineer of the Meeting.

13.3 Competitors allocated in-car cameras agree to comply with all reasonable requests made by the Championship Coordinator as to mounting and testing and will treat their cameras with all reasonable care.

14.0 TEAM PIT CREW:

Note: All competitors, entrants and team pit crew are to be familiar with the MotorSport NZ 'Code of Practice for Motorsport Fuel – Storage and Handling', which may be viewed on the MSNZ website:

<http://www.motorsport.org.nz/sites/default/files/motorsport/documents/fuel/Code-of-Practice-Fuel.pdf>

14.1 Each team is authorised a maximum of six(6) pit crew members who are the only team personnel allowed to work on the car (in pit lane) during a pit-stop. A maximum of two(2) of these pit crew members shall be designated the 'Refuelling Crew'.

14.1.1 This maximum does not include the drivers of the competing car, the dedicated fire marshal and (where appropriate), the dedicated operator of the overhead rig self-closing valve - refer Articles 14.3 and 14.4.

14.1.2 Work during Refuelling Process:

- **Dry Break System:** Other work may be performed on the vehicle during the refuelling process.
- **Non Dry Break System:** No other work may be performed on the vehicle during the refuelling process.

14.2 All refuelling crew, and any other crew member working on the quarter(s) of the car where the refuelling process is taking place, shall wear fire-proof overalls, balaclava and gloves.

14.3 Dedicated Fire Marshall; Each team pit area shall have a dedicated fire marshal wearing fire-proof overalls, balaclava and gloves with a fully serviced operable dry chemical fire extinguisher of minimum capacity of 9kg. This person's sole responsibility is to man the fire extinguisher and this person cannot take part in any other job when refuelling is taking place.

14.4 Dedicated overhead rig valve operator; All teams using overhead refuelling systems shall have a dedicated person whose sole responsibility is to operate the self-closing valve. This person shall wear fire-proof overalls, balaclava and gloves and their sole responsibility is to man the overhead rig self-closing valve and this person cannot take part in any other job when refuelling is taking place.

Note: *The sharing of refuelling crews and equipment is permitted.*

15.0 FUEL TANKS AND REFUELLING:

15.1 All vehicles (except those using 'dry-break' systems) must stop their engines for the duration of the refuelling process.

15.2 No other work may be performed on the racecar during the refuelling process unless a dry break refuelling system is used.

15.3 Refuelling: All refuelling shall be carried out in the designated area of the pit lane under the conditions as specified in the 'Supplementary Regulations' for the Round. These Supplementary Regulations may impose additional requirements to those detailed in these Articles.

- 15.3.1** A grounding (earth wire) shall be attached to the racecar (preferably the exhaust pipe) during the refuelling process. It shall be the 'Refuelling Crews' responsibility to attach and remove this grounding wire.
- 15.3.2** In addition to the requirement outlined in Article 14.3 above, an additional fully serviced operable dry chemical fire extinguisher of minimum capacity of 9kg shall be placed in a clear space near to the fuel container and all members of the Team shall be briefed as to the operation of the extinguishers.
- 15.4** All fuel being placed into the vehicle must be done so at ambient temperature. Any device or substance which changes the temperature of the fuel from the ambient air temperature is prohibited.
- 15.5 Refuelling equipment:** The following type of equipment is authorised:
- Hand-held fuel containers, or
 - Dry-break hand-held fuel containers, or
 - Sealed drums of 209litre maximum capacity with hand-operated pump, or
 - Overhead (gravity fed) refuelling system with dry break connectors.
- 15.5.1** Overhead systems shall be earthed and the maximum height of the refuelling rig shall be no more than two(2) meters above the ground.
- 15.5.2** All overhead systems must have an automatic self-closing valve (dead-mans handle) and one team pit crew member must be assigned as the sole operator of this valve during the refuelling process (Refer Article 14.4).
- 15.5.3** The fuel delivery hose may only be moved into pit lane from the pit garage a maximum of three(3) minutes prior to any pit stop. While in pit lane, the fuel delivery hose must at all times be held by the relevant attendant.
- 15.5.4** If fuel is spilt during the refuelling process, then refuelling must stop immediately and not recommence until the spilt fuel is fully cleaned up. Any fuel spilt during the refuelling process must be completely cleaned up prior to the car leaving the pit refuelling area.
- 15.6** The Organisers reserve the right to inspect and if necessary approve all refuelling and safety equipment prior to it being used.
- 15.7 Vehicle fuel tanks:** shall be in compliance with Appendix Two, Schedule A Article 4.12.
- 15.7.1 Vehicle Fuel Capacity:** shall not exceed 120litres (no allowance for temperature will be applied); this is the maximum fuel storage capacity of the vehicle and includes all fuel system components. This capacity may be checked prior to and/or after the competition as per Article 15.7.3.
- 15.7.2** It is the competitor's responsibility to ensure:
- (1) their vehicle does not exceed the maximum authorised vehicle fuel storage capacity as defined in Article 15.7.1, and
 - (2) their vehicle is fitted with a dry-break fuel connector or fuel line connection fitted within 500mm of the engine's fuel rail / carburettor that will allow draining of the fuel system for checking purposes, and

- (3) an appropriate length / type of hose with connector is provided for use by the appointed scrutineer.

15.7.3 Checking Procedure for Vehicle Storage Capacity: the vehicle shall be positioned on a flat level surface. The vehicle shall be fuelled to maximum capacity (being the point that the fuel system breather begins to display venting adjacent to the tank) using the vehicles normal refuelling method. Then the maximum fuel storage capacity of the vehicle shall be determined by the quantity of fuel that can be pumped from the vehicle (at the dry-break fuel connector) by the normal operation of the vehicle's fuel supply system.

APPENDIX 1 – DECAL PLACEMENT LOCATIONS

