



## SANCTIONED SERIES ARTICLES GOVERNING THE 2017 SOUTH ISLAND ENDURANCE SERIES



### PREAMBLE

The South Canterbury Car Club Inc on behalf of the South Island Endurance Racing Drivers Club hereby declares the following Articles to be those governing the 2017 South Island Endurance Series.

This series is held under a MotorSport NZ Sanctioning Permit No: **12957**

The Series 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 Endurance Series.

Any amendment to these Series Articles shall be issued by the Series personnel in the form of an 'Article Amendment', in consultation with and as approved by MotorSport New Zealand.

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.

### 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 Series'** means the 2017 South Island Endurance Series; and

**'The Club'** means the Organising Club, being the South Island Endurance Racing Drivers Club; and

**'Round Organiser'** or **'Inviting Club'** means the MotorSport NZ member club organising a meeting or event which is a Round of this Series; 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 or achievements is considered by The Club, at their sole discretion, to be a highly skilled racing driver. Each driver's status will be reviewed prior to the commencement of each Series;

'Round' means the individual Race Meeting at which the Drivers may score points towards the Series.

## 2.0 OBJECTS:

To promote and foster endurance racing by providing entrants and drivers with a well promoted series, with enjoyable and relaxed competition in the spirit of endurance racing.

## 3.0 ELIGIBILITY:

3.1 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.

3.2.1 **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 9.4.

3.2.2 **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 9.5.

3.3 All drivers and entrants shall be financial members of The Club and any MotorSport NZ affiliated Club.

**Note:** *Drivers who are not current members of The Club shall not be eligible for Series points.*

3.4 **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.

**Note:** *Similar cars to these listed above will be considered by The Club*

3.4.1 The Club reserves the right to invite any other vehicle(s) to compete, in addition to those listed in Article 3.4 above.

3.4.2 Specifically excluded from this Series 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), or
- any Class E cars are excluded from competing in the One Hour Races (refer Article 3.8), or
- any other cars

as decided by The Club.

- 3.4.3** The Club also reserves the right to decline any entry or any vehicle(s) into the Series, in accordance with the provisions of NSC21 and Article 9.3 below.
- 3.5** All vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.
- 3.5.1** A safety cage is mandatory for all vehicles competing in the Series. All safety cages shall be homologated by MotorSport NZ, with the homologation certificate contained in the vehicle's logbook.
- 3.6 Fuel:** The only fuels authorised for use in competing vehicles at any Round of this Series is as per Appendix Two, Schedule A Article 3.9 Fuel.
- 3.7** All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series 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.
- 3.8 Competing classes** will be determined by engine capacity as follows:
- Class A: up to 2000cc
  - Class B: 2001 to 3500cc
  - Class C: 3501cc+ (excluding cars that fit into classes D & E)
  - Class D: Any Porsche 997 or 991 Cup Car, any pre CoTF Australian V8 Supercar, any pre 2007 FIA GT3 car, any FIA GT4 car, any space-framed car, or any other car at the sole discretion of the Club.
  - Class E: For cars constructed as FIA GT3 specification (post 2007), any CoTF spec Australian V8 Supercar or any other car, at the sole discretion of the Club.

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

- *Forced induction x 1.7*
- *Rotary engine x 1.8*

- 3.8.1** Any Porsche model 996 or older will be classified by its engine capacity, provided it was manufactured prior to 2007, and retains an H pattern gearbox.
- 3.8.2** The Club reserves the right to amalgamate or reorganise the class structure if insufficient entries are received for any one class prior to the first round of the Series.

#### **4.0 SERIES PERSONNEL:**

- 4.1** At each Round of the Series the following personnel or their approved assistant/s shall have the responsibilities and authorities set out:

##### **4.1.1 South Island Endurance**

<b>Series Coordinator:</b>	Scott O'Donnell
<b>Phone Home:</b>	TBA
<b>Mobile Phone No:</b>	029 233 4401
<b>Email:</b>	scott.odonnell@hwr.co.nz

Who shall have the duties and authority of a Series Coordinator as set out in the National Sporting Code and who is responsible for and authorised on the Club's behalf to:

- (a) Deal with all administrative matters including receiving all Round entries.
- (b) Record and publish all Series 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 Series Coordinator may appoint a Series Secretary and/or assistant(s) to assist with administrative duties in connection with the Series.

#### **4.1.2 South Island Endurance**

<b>Series Secretary:</b>	Chris Dunn
<b>Address:</b>	224B Church St, Timaru
<b>Phone Home:</b>	TBA
<b>Mobile Phone No:</b>	021 107 9293
<b>Email:</b>	sierdc@xtra.co.nz

#### **4.1.3 South Island Endurance Series Scrutineer:**

This position will be shared by the individual Round Chief Scrutineers, as appointed by the Round Organiser, who will take on the responsibilities of the Series Scrutineer. The names of the Chief Scrutineers will be advised in the Supplementary Regulations applicable to each individual Round.

Who shall have the duties and authority of a Series Scrutineer as set out in the National Sporting Code and who is responsible for and authorised on the Club's behalf to:

- (a) Deal with all technical matters pertaining to the series.
- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Series 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 Series Coordinator, any instances where a breach of the technical regulations has been proven.

**4.2** All correspondence shall be addressed to the Series Secretary who is authorised by the Register / Club to carry out all the necessary administrative duties for the Series.

## 5.0 SERIES STRUCTURE:

5.1 The 2017 South Island Endurance Series will comprise the following Rounds:

Round	Date	Venue	Race Duration	Inviting Club
<b>ONE HOUR SERIES</b>				
1	9 September 2017	Teretonga	1 hour	Southland Sports Car Club
2	30 September 2017	Ruapuna	1 hour	Canterbury Car Club
3	14 October 2017	Levels	1 hour	South Canterbury Car Club
<b>THREE HOUR SERIES</b>				
1	9 September 2017	Teretonga	3 hour	Southland Sports Car Club
2	30 September 2017	Ruapuna	3 hour	Canterbury Car Club
3	14 October 2017	Levels	3 hour	South Canterbury Car Club

5.1.1 The Club reserves the right to either cancel or amend any rounds of the Series due to force majeure without in any way affecting its powers to award any title.

5.2 At all Rounds the Three Hour Race and the One Hour Race shall be separate races, excepting the Round organisers may, with the approval of the Club, combine both the Three Hour and the One Hour Race into a single race.

## 6.0 ROUND FORMAT:

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

6.2 **Qualifying Sessions (3 Hour);** For the Three Hour Race there shall be two(2) qualifying sessions each a minimum of twenty(20) minutes duration.

Unless specifically permitted by the Clerk of the Course, all drivers shall participate in at least one(1) of the Qualifying sessions.

6.2.1 This may be followed by a 'Top 10 Shootout' as follows;

(1) 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 vehicle's race time.

**(2)** 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'.

**(3)** 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.

**(4)** 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.

**6.2.2 Qualifying Sessions (1 Hour);** For the One Hour Race there shall be a minimum of one(1) qualifying session with a minimum of fifteen(15) minutes duration.

**6.3 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).

**6.4 Grid positions;** The start grid positions shall first be determined by the top 10 shootout if that format is used. If not used, 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), fastest vehicle to the front. When the Races are combined, the provisions of Article 6.5.1 will apply.

**6.5 Starting procedures;** Shall be by 'rolling start' in a 2 x 2 formation – Refer Appendix Four, Schedule Z – Article 8.3.

**6.5.1 When the Three Hour and One Hour races are combined** as per Article 5.2, the One Hour and Three Hour starting grids will be combined. The starting positions shall be determined by the fastest qualifying time achieved by each competing vehicle in any qualifying session, fastest vehicle to the front.

For safety reasons only, the Series Secretary may adjust the starting position of any vehicle if they determine that weather or atmospheric conditions have had a significant effect on that vehicle's qualifying position. Any such adjustment shall be published as soon as practicable after the last qualifying session, and in any case no later than thirty(30) minutes prior to the start of the combined Race.

**6.6** 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 9.4.3.
- One Hour competitors refer to article 9.5.3.

- 6.7** 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.
- 6.8** 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.
- 6.9** **One Hour race finishing procedures:** Where the Three Hour and the One Hour Races are combined into a single race as per Article 5.2, the following procedure shall apply:
- (1)** Based on average lap times for the Endurance race, the starter will show a last lap board, at an estimated time, one lap prior to the completion of one hour, along with the board reading 'one hour'.
  - (2)** At the completion of the hour, at the next passing of the leader of the One Hour Endurance Race, the starter shall show the 'one hour' board and waved American National flag to the entire field for one lap. This shall be the signal to the One Hour entrants that their race is over.
    - Once competitors in the one hour race have been shown the American Flag to signify the end of their Race, they shall complete the next lap at race speed and proceed to pit lane. Yellow flags will be shown in the vicinity of the pit lane entrance to facilitate a safe exit of these cars from the circuit.
    - Three hour entries will continue with their race.
- 7.0** **PENALTIES, PROTESTS and APPEALS:**
- 7.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.
- 7.2** The Series Coordinator shall have the authority as set out in NSC – Part VII Article 80.
- 7.3** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).
- 7.4** Competitors / Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 7.5** Competitors / Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.
- 8.0** **SERIES ENTRY:**
- 8.1** Entry into the Series shall be made on the Series Membership / Entry Form and submitted to the Series Secretary for acceptance. By entering the Series all Competitors agree to comply with these Articles and those of the National Sporting Code. Please request application for Series Membership / Entry from the Series Secretary.
- 8.2** The Club reserves the right to cancel any Round of the Series if less than twelve(12) entries are received, without affecting in any way it's power to award any title.

**8.3** Should entries received be in excess of the maximum number of starters permitted under either the Circuit licence, or maximum number of permitted starters as determined by the Round organiser, entry acceptance will be applied as follows:

- (1)** Firstly, to those Competitors who are competing in ALL Rounds of the National Series (if applicable), determined by those who have pre-entered the Rounds prior to the close of normal entries, followed by,
- (2)** Secondly, to those Competitors who are competing in ALL Rounds of the South Island Endurance Series Three Hour Races, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
- (3)** Thirdly, to those Competitors who are competing in ALL Rounds of the South Island Endurance Series One Hour Races, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
- (4)** The balance of entries, accepted on a '1<sup>st</sup> come 1<sup>st</sup> served' basis with any overflow to be placed on a 'reserve list' in order of the entries received, with (if the races are combined) priority given to any three hour race entrants.

**8.4** The Club will allocate competition numbers to all Competitors in the Series. These will be advised on the acceptance of membership. Prior 12 July 2017, last year's Competitors may request their same number again; excepting this the actual numbers will be issued on a '1<sup>st</sup> come' basis, and excepting numbers '1' '2' and '3' which will be allocated (in that order) to last season's Series 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall placed. All competition numbers shall comply with the prescriptions of Appendix Two, Schedule A Article 6.2 – Competition Numbers.

## **9.0 CONDITIONS OF ENTRY:**

**9.1** The Competitor / Entrant, by entering the Series, is deemed to be in acceptance of these Series 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.

**9.2** The Competitor / Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as detailed within these Articles.

**9.3** The Series Organiser reserves the right to accept or decline entries into the Series as per NSC 21.

## **9.4 SPECIFIC DRIVER REQUIREMENTS - 3 HOUR SERIES:**

**9.4.1 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 Series, and will be known as the Driving Team.

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

**9.4.2** 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 Series. No 'cross entries' are authorised, subject to Article 9.5.2.



- 9.4.3** Each Driver shall drive for a minimum of 45 minutes and maximum of 120 minutes, (combined time) at each 3 Hour Race of the Series.
- 9.4.4 Combined Races:** Where the 3 Hour and 1 Hour Races are combined in accordance with Article 5.2, the maximum driving time for any driver shall be 130 minutes in total (combined time in any car).
- 9.5 SPECIFIC DRIVER REQUIREMENTS - 1 HOUR SERIES:**
- 9.5.1 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 Series, and will be known as the Driving Team.
- 9.5.1.1 Elite-Level** drivers are specifically prohibited from competing in the One Hour Series.
- 9.5.2** 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 Series. No 'cross entries' are authorised. However drivers may compete in both the One Hour and Three Hour races providing the maximum guidelines of Article 9.4.4 are met.
- 9.5.3** 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, and re-enter, or
  - (c)** complete a timed pitstop with a minimum of 60 seconds stationary time (Please note this option is only for drivers approved by the Club prior to the first round of Series and is provided to cater for exceptional driver related circumstances).
- 9.5.4** For the purposes of Article 9.5.3 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.*
- 9.5.5 Method of Driver Change:** Where a driver change is made, the incoming driver must be positioned at the front passenger door of the vehicle. The outgoing driver must exit the vehicle, proceed around the vehicle to the front passenger door 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.
- 9.6** Class E cars are specifically prohibited from competing in the One Hour Series (refer Article 3.8).
- 10.0 POINTS:**
- 10.1** Points will be recorded and published by the Series Coordinator and will be allocated to Drivers based on their overall finishing positions in each Race, at each Round of the Series.
- 10.1.1** Points will only be allocated to current financial members of The Club. Any Driving Team in which any Driver(s) are not current financial members of The Club are not eligible for points in the Series.

10.2 The points will be allocated as follows:

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

Reducing by 1 point per place thereafter.

10.3 **Bonus Points:** will also be issued on the following basis:

- (1) **All Rounds;** For every vehicle that starts the Race, that competing car's Driver(s) will receive an additional 20 points.
- (2) **All Rounds;** For every vehicle that qualifies for the Race, but does not start, that competing car's Driver(s) will receive 10 points.
- (3) **Teretonga Round only;** For every vehicle that starts the Race, that competing car's Driver(s) will receive a bonus of 20 points in addition to (1) above.

11.0 **AWARDS:**

11.1 Unless the provisions of Article 3.8.2 apply, there will be a total of eleven(11) awards; namely:

- **Overall Champion – 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points throughout all Rounds that constitute the Series.
- **Class A Champion - 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class A throughout all Rounds that constitute the Series.
- **Class B Champion - 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class B throughout all Rounds that constitute the Series.
- **Class C Champion - 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class C throughout all Rounds that constitute the Series.
- **Class D Champion - 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class D throughout all Rounds that constitute the Series.
- **Class E Champion - 2017 South Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class E throughout all Rounds that constitute the Series.

- **Champion – 2017 South Island 1 Hour Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points throughout all Rounds that constitute the Series.
- **Class A Champion - 2017 South Island 1 Hour Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class A throughout all Rounds that constitute the Series.
- **Class B Champion - 2017 South Island 1 Hour Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class B throughout all Rounds that constitute the Series.
- **Class C Champion - 2017 South Island 1 Hour Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class C throughout all Rounds that constitute the Series.
- **Class D Champion - 2017 South Island 1 Hour Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class D throughout all Rounds that constitute the Series.

**11.2** The Series winners shall receive any trophies/prizes and/or other rewards that accompany the award titles, subject to Article 11.3.

**11.3** Any champion not attending the Series prize-giving, may forfeit any title(s) and prize(s) awarded at the sole discretion of the Series Co-ordinator and/or Secretary.

**11.4** **Ties:** In the event that two(2) or more Competitors have an equal number of points at the conclusion of the Series (i.e. a tie), the Competitor achieving the higher position shall be determined using the following method:

- (1)** The greater number of first placings obtained and progressing down the finishing positions in all Rounds counting for the Series. If an equal result is still obtained, then;
- (2)** The greater number of pole position qualifying positions obtained and progressing down the qualifying positions in all the qualifying sessions for all Rounds counting for the Series. If an equal result is still obtained, then;
- (3)** The number of the single fastest lap achieved in each Race and progressing down the fastest laps in each Race in all Rounds counting for the Series. If an equal result is still obtained, then;
- (4)** The Club, at their sole discretion, shall determine the winner, or may declare those still tied to be equal winners.

## **12.0 PARC FERMÉ:**

**12.1** 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.

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

**12.3** The Series Scrutineer may authorise entry of additional team personnel for the purposes of vehicle eligibility inspections.

**13.0 DECALS:**

**13.1** The South Island Endurance Racing Drivers Club reserves the right to provide sponsors' windscreen and/or door banners and/or decals for any or all Rounds of the Series, which must be displayed on each race car.

**13.1.1** Decals shall be supplied by the Series Organiser, and applied to the reserved spaces listed in the following table. The primary reserved position is as stated first, with a secondary option given in brackets (where an option is allowed).

<b>Location</b>	<b>Branding Decals/ Badges</b>
Top of windscreen	TBA
Top (or bottom) of rear windscreen	TBA
Front door panel, or the rear half of the front mudguard only (both sides)	TBA

**13.1.2 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

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

**13.2** All Competitors shall ensure that their competing vehicle and apparel have the specified spaces reserved for the Series Register and the Series Sponsor at all Rounds of the Series.

**13.3** 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.

**13.4** The Series Coordinator will advise the Clerk of the Course of Competitors who fail to comply with correct decal and official competition number set placement. Such referrals shall result in;

- the loss of Series points (to a maximum of 115 points), or
- the loss of qualifying times, or
- exclusion from race results.

**13.5** No protests shall lie between drivers and/or entrants, on the irregularity of placement or positioning of sponsors decals on vehicles or elsewhere as contained in these Articles.

**14.0 TELEVISION AND IN-CAR CAMERAS:**

**14.1** Competitors / Entrants may apply to the Series Coordinator for permission to install an in-car camera for use during the Series.

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

**14.3** Competitors allocated in-car cameras agree to comply with all reasonable requests made by the Series Producer as to mounting and testing and will treat their cameras with all reasonable care.

## **15.0 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>*

**15.1** 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'.

**15.1.1** 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 15.3 and 15.4.

### **15.1.2 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.

**15.2** 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-resistant overalls, balaclava and gloves.

**15.3 Dedicated Fire Marshal;** Each team pit area shall have a dedicated fire marshal wearing fire-resistant 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.

**15.4 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-resistant 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.*

**15.5** For competitors in the One Hour Series where there is no refuelling activity during the race, fire extinguisher capacity may be 4.5Kg minimum.

## **16.0 FUEL TANKS AND REFUELLING:**

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

- 16.2** No other work may be performed on the racecar during the refuelling process unless a dry break refuelling system is used.
- 16.3 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.
- 16.3.1** 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.
- 16.3.2** In addition to the requirement outlined in Article 15.3 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.
- 16.4** 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.
- 16.5 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.
- 16.5.1** Overhead systems shall be earthed and the maximum height of the refuelling rig shall be no more than two(2) metres above the ground.
- 16.5.2** 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 15.4).
- 16.5.3** 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.
- 16.5.4** 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.
- 16.6** The amount of fuel stored in or immediately adjacent to each team pit area (in pit lane) must not exceed the capacity of the vehicle's fuel tank.
- 16.7** The Organisers reserve the right to inspect and if necessary approve all refuelling and safety equipment prior to it being used.
- 16.8 Vehicle fuel tanks:** shall be in compliance with Appendix Two, Schedule A Article 4.12.
- 16.8.1 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 16.8.3.

**16.8.2** 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 16.8.1, 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.

**16.8.3 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**

