

ARTICLES GOVERNING THE 2019 NZ ENDURANCE RACING CHAMPIONSHIP

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PREAMBLE:

MotorSport NZ (MSNZ) Inc hereby declare the following Articles to be those governing the 2019 NZ Endurance Racing 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 Club.

The Championship is held under a MotorSport NZ Championship Permit No:

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 MSNZ NZ Endurance Racing Championship; and

“Inviting Club” means the MotorSport NZ-affiliated club hosting the Championship which for this event is the **North Island Endurance Race Drivers Club (NIERDC)**; and

‘National Sporting Code’ or **‘NSC’** means the National Sporting Code of MotorSport NZ amended from time to time; and

“Elite-Level Driver” means a driver whose performances and achievements is considered by MotorSport NZ (using the Inviting Club’s published “Driver Classification Process”), at their sole discretion, to be a highly skilled racing driver; and

‘Qualifying Series’ means the MotorSport NZ Accredited series from which entries to the Championship are accepted; and

2.0 ELIGIBILITY:

2.1 All Drivers shall hold a C1 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 Three Hour competitors: A minimum of two(2) and maximum of three(3) Drivers are required for each competing vehicle in the Championship. Also refer Article 8.4.

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

2.4 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.

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

2.4.2 Specifically excluded from this Championship are:

- 'Open' Sports Cars, or
- TraNZam cars, or
- Other vehicles 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' vehicles competing in the One Hour Race,
- or any other vehicles not accepted for entry into a Qualifying Series

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

2.5.1 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. For vehicles which do not permanently reside in New Zealand, please refer to Schedule A, Part 1 – Article 1.2(3).

2.5.2 All competing vehicles must, at the commencement of the qualifying session and the race, have both left hand and right-hand external mirrors fitted, in addition to the rear view mirror as prescribed in Appendix Two Schedule A.

2.6 **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.

2.7 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.

2.8 **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

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

- **Class GT 'A'** - for vehicles constructed as FIA GT3 specification (post 2007), any CoTF spec Australian V8 Supercar or any other vehicle, at the sole discretion of the Club.
- **Class GT 'B'** - for any Porsche 997 or 991 Cup Car, any pre CoTF Australian V8 Supercar, any pre 2007 FIA GT3 car, any space-framed vehicle, or any other vehicle at the sole discretion of the Club.
- **Class GT 'C'** - for vehicles constructed as FIA GT4 specification (minimum number of 5 entries for the Class to be recognised at a meeting), or any other vehicle at the

sole discretion of the Club.

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

2.8.3 MotorSport NZ reserves the right to amalgamate or reorganise the class structure if less than 5 entries are received for any one(1) class prior to the commencement of the Championship.

3.0 CHAMPIONSHIP PERSONNEL:

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

3.1.1 NZ Endurance Racing

Championship Coordinator:

Geoff Short

Mobile Phone No:

021 852 5911

Email:

geoff@speedworks.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all administrative matters including receiving all entries, and
- (b) Record and publish all Championship points schedules, and
- (c) Liaise with Inviting Clubs on all matters pertaining to these articles.

3.1.2 NZ Endurance Racing

Championship Secretary:

Amanda Tollemache

Mobile Phone No:

021 248 9335

Email:

amanda@speedworks.nz

Who is responsible for and authorised by the Championship Coordinator to:

- (a) Assist the Championship Coordinator with administrative matters and regular information bulletins, and
- (b) Liaise with MSNZ on matters pertaining to the Championship; and

3.1.3 NZ Endurance Racing

Race Director:

Shayne Harris

Mobile Phone No:

0274 438455

Email:

Shayne.Harris@mdc.govt.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, this Schedule, MotorSport NZ Race Championship Articles associated with the Championship series, and
- (b) Undertaking duties and authorities outlined in NSC 78 & 79, and
- (c) Conducting Race Director briefing sessions, and

- (d) Conducting any inquiries necessary (including any hearings and inquiries held outside of the Championship event) to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the Championship event, and
- (e) To be a Judge of Fact (starts and finishes).

3.1.4 NZ Endurance Racing

Championship Scrutineer: Devan Gregory / Mike Macready
Mobile Phone No: 022 325 8304
Email: technical@motorsport.org.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, and
- (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 Race Director/Clerk of the Course, any instances where a breach of the technical regulations has been identified, and
- (f) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (g) Liaise, in writing, with Event Officials and Championship Coordinator on any scrutineering or technical conformity issue for the classes.

3.2 All correspondence shall be addressed to the Championship Coordinator 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 the following Races:

Race Date	Venue	Race Duration	Inviting Club
ONE HOUR SERIES			
16 November 2019	Hampton Downs	1 hour	NIERDC
THREE HOUR SERIES			
16 November 2019	Hampton Downs	3 hour	NIERDC

- 4.1.1** MotorSport NZ reserves the right to either cancel or amend any races of the Championship due to force majeure.
- 4.2** The Three Hour Race and the One Hour Race shall be separate races.
- 5.0 RACE FORMAT:**
- 5.1 Practice Sessions;** may be available to Drivers prior to the commencement of the Championship event 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, and will be conducted as follows:
- (1)** Unless specifically permitted by the Race Director, all drivers shall participate in at least one(1) of the Qualifying sessions.
 - a. Failure for either driver to compete in a qualifying session, will result in the vehicle being required to start behind the last qualified vehicle within the class entered or in a position deemed appropriate by the Race Director.
 - b. If more than one vehicle is affected, the starting position of those vehicles will be determined by the vehicles qualifying time achieved by the other driver.
 - (2)** The gap between Qualifying session 1 and session 2 will be no less than 25 minutes.
 - (3)** The method of release onto the circuit from pit lane shall be specified in the Supplementary Regulations for the Event.
 - (4)** Grid positions will be determined by the fastest qualifying time achieved by either driver.
- 5.3 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.
- (1)** Grid positions will be determined by the fastest qualifying time achieved by either driver.
- 5.4 Starting procedures;** Shall be by 'rolling start' in a 2 x 2 formation – Refer Appendix Four, Schedule Z – Article 8.3.
- 5.5 Races;** For both races, the Race winner will be the Driving Team who covers the greatest distance in the allotted time as detailed below.
- 5.5.1** For the 3 hour race the last lap board will be shown to the lead vehicle after 2 hours 59 minutes of elapsed race time. The end of the Race signal will be displayed to the leading vehicle following completion of the last lap.
- 5.5.2** For the 1 hour race the last lap board will be shown to the lead vehicle after 59 minutes of elapsed race time. The end of the Race signal will be displayed to the leading vehicle following completion of the last lap.
- 5.6 Red Flag;** will only be displayed at the instruction of the Race Director.

- (1) All vehicles must proceed to the Red Flag control line and Parc Fermé rules apply to all vehicles, no work or repairs are authorised to be made whilst the vehicle is on track with the exception of assisting the driver and open the vehicle for ventilation.
- (2) Any vehicle either in the pit lane or pit garage prior to the red flag being displayed or subsequently removed to the pit lane or pit garage area are able to be worked on during this period.
- (4) No driver change is permitted during a red flag period unless the vehicles had entered the pit lane or pit garage prior to the red flag being displayed.

5.7 The Race Director 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 Race Finishing Procedure;

Chequered flag: when the scheduled time, as detailed in 5.5, for the race has elapsed the chequered flag/display board will be shown to the vehicle that is leading the general classification when it crosses the finish line on the racetrack.

When the chequered flag is shown, the pit exit will be closed.

After receiving the end-of-race signal, all vehicles must maintain the order they crossed the finish line in and proceed with no passing of any vehicle on the circuit directly to the Parc Fermé (ref: Art 10 Parc Fermé) without stopping and without any assistance (except that of the marshals, if necessary). Team members must be available in the vicinity of the Parc Fermé in order to help the Scrutineers.

6.0 INQUIRIES, PROTESTS and APPEALS:

6.1 Any inquiries should be lodged in accordance with the NSC, Schedule Z Article 19 and the Competitor shall advise the Championship Coordinator and the Competitor Relations Officer (where appointed for the Meeting).

6.2 Any protests or appeals 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).

7.0 CHAMPIONSHIP ENTRY:

7.1 Entry into the Championship should be made through the Speedworks online entry system. By completing the Championship entry form, all Competitors agree to comply with these Articles, those of the National Sporting Code and any Supplementary Regulations which may be published in relation to the Championship.

Note: *Contact the Championship Secretary for the entry form if you require a paper version.*

7.2 Entry into the Championship shall be restricted to entries accepted into a Qualifying Series. The Qualifying Series are:

- (1) The 2019 North Island Endurance Racing Series
- (2) The 2019 South Island Endurance Racing Series

- 7.3** 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.
- 7.3.1** Any vehicle, entered in both Qualifying Series, qualifying in the top twenty(20) in both of those Qualifying Series in accordance with Article 7.4 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.
- 7.3.2** 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.
- 7.4** MotorSport NZ reserves the right to cancel the Championship if less than twelve(12) entries are received.
- 7.5** 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 MSNZ in consultation with the Inviting Club.
- 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 vehicle at 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.*

8.4.2 Only one(1) Elite-Level driver is permitted per driving team at the Championship.

8.4.3 The attachment of elastic retractors or cords on the harness shoulder straps for use during a driver change is strictly prohibited.

8.4.3.1 All driver safety harnesses belts must, at all times, be tightened to a point where the driver is securely held in the seat when the vehicle is moving under its own power.

8.4.4 A Driver may only be entered to drive in one(1) 3 Hour Driving Team hence drive one(1) Three Hour competing vehicle at any Round of the Championship.

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

8.5.2 **Drivers:** A maximum of two(2) and minimum of one(1) Driver(s) shall be nominated to drive each competing vehicle 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.*

8.5.3 **Class GT 'A'** vehicles are specifically prohibited from competing in the One Hour Championship.

- 8.5.4** A Driver may only be entered to drive in one(1) One Hour Driving Team hence drive one(1) One Hour competing vehicle at any Round of the Championship. However, drivers may compete in both the One Hour and Three Hour races providing the maximum guidelines of Article 8.4.2 are met.
- 8.5.5** 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 by:
- (a)** completing a driver change or:
 - (i) the driver must exit the vehicle, complete a full circuit of the vehicle 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.
 - (b)** complete a timed pitstop (CTPS) with a minimum of 70 seconds stationary time. Any driver wishing to complete a CTPS must advise the Championship Coordinator in writing no later than 5.00pm on the Wednesday prior to the Championship. Once advised this decision is final.
- 8.6** The attachment of elastic retractors or cords on the harness shoulder straps for use during a driver change is strictly prohibited.
- 8.6.1** All driver safety harnesses belts must, at all times, be tightened to a point where the driver is securely held in the seat when the vehicle is moving under its own power.
- 8.7** For the purposes of Article 8.5.5 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 demarcation line in the pit lane exit.
- Note:** for clarification, the deceleration and acceleration zones are not considered to form part of the pitstop.
- 8.8** **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 vehicle (in the same direction as the outgoing driver) before entering the vehicle.
- 8.9** 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 8.4.5. for minimum and maximum driver time allowances
 - One Hour competitors refer to Article 8.5.3.
- 9.0** **AWARDS:**
- 9.1** The following awards will be presented at the Annual MotorSport NZ Awards Function unless otherwise agreed:
- (1) 3 Hour Endurance Champion:** The overall winner of the 3 Hour Endurance Championship will be awarded the MotorSport New Zealand 3 Hour Endurance Championship Trophy.

- (2) **1 Hour Endurance Champion:** The overall winner of the 1 Hour Endurance Championship shall receive a MotorSport New Zealand 1 Hour Endurance Championship Trophy.

9.2 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 winning Driving Team based on the official race results that constitutes the Championship.
- **Class 1 (Class C) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 2 (Class B) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 3 (Class A) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'A' (Class E) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'B' (Class D) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Champion – 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 1 (Class C) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 2 (Class B) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 3 (Class A) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'B' (Class D) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.

10.0 PARC FERMÉ:

10.1 Unless otherwise instructed, at the conclusion of the races, as per 5.10, 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 as detailed in the National Sporting Code Article 60.*

10.2 The only people allowed into the Parc Fermé area are the driver(s) of the vehicles and one(1) team member per vehicle who shall only assist the driver and open the vehicle for ventilation.

10.3 The Championship Scrutineer may, at their discretion, authorise entry of additional team personnel for the purposes of vehicle eligibility inspections.

11.0 DECALS:

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

11.2 Decals shall be supplied by the Qualifying Series and applied to the reserved spaces as detailed in Appendix 1.

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

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

11.5 All Competitors shall ensure that their competing vehicle and apparel (if applicable) have the specified spaces reserved as described in Article 11.1.

11.6 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.

12.0 TELEVISION AND IN-CAR CAMERAS:

12.1 Competitors / Entrants may install an in-car camera for use during the Championship as detailed in Schedule A Part 1 6.4.

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

12.3 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.

12.4 Any in-car cameras that are fitted and approved by the Championship Scrutineer must make their footage available to the Race Director if so requested.

12.5 Penalty: Breach for not allowing access to any footage as requested by the Race Director can be dealt with by the addition of up to 30 seconds to the race time of the vehicle not complying and / or endorsement of the competition license/s for a maximum of 6 months.

13.0 ARRANGEMENTS OF THE PITS:

13.1 Any competitor is able to decorate his pit garage. No alteration requiring drilling, welding or modifications to the pit garage is permitted.

13.2 Any decoration of the installations and the floor should only be of a temporary nature. The fitting of carpeting or any other decoration is allowed if it is done using non-flammable materials.

13.3 Folding brackets, flexible supports for air, fuel or lighting must:
a) Not extend beyond the outer limit of the "working area"
b) Be situated at least 2 metres above the ground.

13.4 Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place. The conformity of the installations and the dates of validity of the air bottles may be checked at any moment.

13.5 Equipment for warming the tyres:

13.5.1 Tyre warming systems are allowed but must be located behind the garages. However, no naked flames are allowed, and an extinguisher must be permanently on hand close to the equipment when it is operating.

13.5.2 No device for warming the tyres or keeping them up to temperature is allowed elsewhere than in the outside area situated immediately to the rear of the garage. This means that tyres cannot be covered. They must be visible to officials and in the open air at any time except in the outside area situated immediately to the rear of the garage.

13.6 Pit Crew Safety:

13.6.1 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.

13.6.2 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.

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

14.0 TEAM PIT CREW:

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

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 vehicle (in pit lane) during a pit-stop. A maximum of two(2) of those pit crew members shall be designated the 'Refuelling Crew'.

14.1.1 This maximum does not include the drivers of the competing vehicle, the Car Controller (where the person does not work on the vehicle and whose sole purpose is to direct the vehicle safety to and from the working lane), 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 vehicle where the refuelling process is taking place, shall wear fire-resistant apparel consisting of overalls, balaclava, shoes and gloves.

14.3 Dedicated Fire Marshal; Each team pit area shall have a dedicated fire marshal wearing fire-resistant apparel consisting of overalls, balaclava, shoes 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.

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-resistant apparel consisting of overalls, balaclava, shoes and gloves and their sole responsibility is to man the overhead rig self-closing valve.

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

14.5 For competitors in the One Hour Series where there is no refuelling activity during any pit stop, the fire extinguisher capacity shall be a minimum of 4.5Kg.

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 vehicle during the refuelling process unless a dry break refuelling system is used.

15.3 Refuelling:

15.3.1 Once the race is underway all refuelling must only be carried out in the Pit Lane for those vehicles competing in the race.

15.3.2 A grounding (earth wire) shall be attached to the vehicle (preferably the exhaust pipe) during the refuelling process. It shall be the 'Refuelling Crews' responsibility to attach and remove this grounding wire.

15.3.3 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 by the Team Manager as to the operation of the extinguishers.

- 15.4 Defueling:** All defueling of vehicles must be done in accordance to the MotorSport New Zealand – Code of Practice for Motorsport Fuel.
- 15.5** 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.
- 15.6 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.
- 15.6.1** Overhead systems shall be earthed and the maximum height of the refuelling rig shall be no more than two(2) meters above the ground. Please refer to Code of Practice for MotorSport Fuel Handling – Appendix C – Part 2 – REFU002 (b).
- 15.6.2** 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).
- 15.6.3** 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 attended by the Refuelling Crew.
- 15.6.4** 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 vehicle leaving the pit refuelling area.
- 15.7** The Organisers reserve the right to inspect and if necessary, approve all refuelling and safety equipment prior to it being used.
- 15.8 Vehicle fuel tanks:** shall be in compliance with Appendix Two, Schedule A Article 4.12.
- 15.8.1 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 15.7.3.
- 15.8.2** 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 15.8.1, 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 of hose is provided to allow the test equipment to be placed on level ground beside the vehicle and it shall have the correct type of connector for use by the appointed Scrutineer.

15.8.3 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 fitting specified in Art 15.8.2(2) above) by the normal operation of the vehicle's fuel supply system. **(1)** Measurement will be made by the use of an approved MotorSport New Zealand device.

16.0 SAFETY CAR PROCEDURES:

- 16.1** Once the safety car has been deployed, it will attempt to pick up the highest place vehicle on the circuit at the time of deployment. If the highest place vehicle on the circuit subsequently pits, then the next vehicle in the queue at the time of deployment will be the vehicle that is picked up.
- 16.2** The safety car shall be used at least until the majority of the field, as determined by the Race Director/Clerk of the Course are lined up behind it.
- 16.3** Racing will commence when the start signal (green light or flag) is displayed. All flag points are to withdraw their yellow flags and SC board or extinguish the light(s) of the signal light system. Once the start signal has been given all points will immediately simultaneously then display a green flag or green light for one lap.

APPENDIX 1 – DECAL PLACEMENT LOCATIONS

