

ACCREDITED ARTICLES GOVERNING THE 2022 RACER PRODUCTS V8S RACE SERIES

PREAMBLE

Auckland Car Club Inc hereby declares the following articles to be those governing Competitors in a motor racing series for NZ V8 Touring Cars.

The Series is held under MotorSport New Zealand Accredited Permit No: 220098

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

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules, and
- The Technical Regulations – Schedule NZV8TC, and
- The Event Supplementary Regulations issued by the inviting Clubs.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

1. INTERPRETATIONS:

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

“BOP” means Balance of Performance; and

“The Club” means Auckland Car Club Inc; and

“CPS” means Compulsory Pit Stop; and

“Inviting Clubs” or **“Round Organiser”** means the MotorSport NZ Member Club organising a Meeting and/or Event which is a Round of the Series; and

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

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

“NZV8TC” means NZ V8 Touring Cars; and

“Round” means each Meeting and/or Event at which drivers may score points towards the Series; and

The **“Series”** means the Racer Products V8s Race Series for cars complying with Schedule NZV8TC; and

“TTV8” means Trans Tasman V8 Racing Limited and TA2 PBR specification cars; and

“Vehicle” means the Competition Vehicle entered in the event.

2. OBJECTS:

- 2.1** To promote and foster V8 saloon car racing through a well promoted Series with the emphasis on close racing and creating the ability for young drivers to compete in V8 racing with a focus on chassis tuning and an understanding of good race craft.

3. ELIGIBILITY:

- 3.1** All drivers shall hold a C1 Grade Competition licence or higher and if 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 **Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc**, Australian competitors holding both Motorsport Australia General Competition Licences and **Trans-Tasman Visas** may enter any of the NZV8TC Series and be eligible for awards.*

- 3.2** Eligibility shall be for vehicles complying with the specifications set out in Schedule NZV8TC to these Articles.

- 3.3** All Competitors/Entrants shall agree to submit their vehicle to eligibility/and or scrutineering when required by the appointed Series Scrutineer, and/or a MotorSport New Zealand Licenced Technical

Officers for compliance to Schedule NZV8TC and/or Schedule A of the NSC.

3.4 All Drivers and Entrants shall be financial members of a MotorSport NZ affiliated Member Club.

4. CLASS STRUCTURE: There is one distinct class that may comprise of the following vehicles:

- Any V8 vehicle eligible under these Articles; and
- TTV8 vehicle eligible under these Articles; and
- Tranzam Challenge Cars eligible under these Articles.

5. SERIES PERSONNEL:

5.1 At each Round the following personnel, and/or their approved assistant, shall have responsibilities and authorities set out:

5.1.1 Series Administrator: NZ Touring Cars Limited
Address: PO Box 89-139
Torbay, Auckland 0742
Phone No: 021 999 664
E-mail: rachael@gr8events.co.nz
Contact: Rachael Murray

Who are responsible for and authorised by the Series for:

- (a) The promotion of the Series; and
- (b) The supply of all Series decals.

5.1.2 Series Coordinator:
Name: Gary Lathrope
Mobile Phone No: 0274 522 991
E-mail: gary@gr8events.co.nz

Assistant Series Coordinator:

Name: Rachael Murray
Phone No: 021 999 664
E-mail: rachael@gr8events.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 NZV8TC's behalf to:

- (a) Deal with all administrative matters pertaining to the Series, and
- (b) Record and publish all Series points schedules, and
- (c) Liaise with Inviting Club/s on all matters pertaining to these Articles, and

- (d) Ensure correct placement of decals on vehicles contesting the Series, and
- (e) If licenced, may act in the capacity of a Competitor Relations Officer (as detailed in NSC, Article 88) for the Series Competitors, and
- (f) Provide the Inviting Club/s with grid starting positions where these differ from those detailed in Appendix Four Schedule Z, Article 6.1, and
- (g) To advise the Clerk of the Course in addressing any applicable penalties as detailed in the NSC.

Who are responsible for and authorised by MotorSport NZ to:

- (h) Liaise with Inviting Clubs and MotorSport NZ on matters pertaining to the Series; and
- (i) Liaise with event Officials on any sporting aspect for the category; and

Also required to (where applicable):

- (j) Attend MotorSport New Zealand coordination meetings at events; and
- (k) Attend Stewards meetings at events; and
- (l) Undertake a category drivers briefing with the Clerk of the Course present; and
- (m) Ensure round award winners attend on-track presentations at conclusion of the final category race..

5.1.3 Series Scrutineer: John Wigston
Name: j-wigston@xtra.co.nz
Mobile: 027 441 3313

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on the NZV8TC's behalf to:

- (a) Deal with all technical matters pertaining to the Series; and
- (b) Inspect any competing vehicle within the Series in order to ascertain compliance with Schedule NZV8TC; and
- (c) Assist competitors with technical enquiries relative to the technical regulations applicable to their vehicle; and
- (d) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (e) Liaise with event Officials and Series Coordinator(s) on any scrutineering or technical conformity issue for the category; and
- (f) To report, to the Series Coordinator and Clerk of the Course, any instances where a

breach of the technical regulations has been proven

- (g) Who may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of notice posted on the Official Notice Board at each Round.

6. SERIES STRUCTURE:

6.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	12-13 February 2022	Hampton Downs Motorsport Park	MotorSport New Zealand
2	5-6 March 2022	Pukekohe Park Raceway	MotorSport New Zealand
3	26-27 March 2022	Taupo International Motorsport Park	MotorSport New Zealand
4	23-24 April 2022	Hampton Downs Motorsport Park	MotorSport New Zealand

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

7. ROUND FORMAT:

7.1 **Practice Sessions:** There will be a minimum of one 20 minute Practice session on the Saturday of each Round of the Series. This will be as detailed in the Supplementary Regulations of the Round Inviting Club.

7.2 **Qualifying:** there will be no Qualifying sessions.

7.3 **Race Format:** There are planned to be three(3) races at all Rounds.

7.4 Races scheduled will run to the following format:

Round	Race One	Race Two	Race Three
1	ten(10) minutes	ten(10) minutes	forty(40) minutes
2	ten(10) minutes	ten(10) minutes	forty(40) minutes
3	ten(10) minutes	ten(10) minutes	forty(40) minutes
4	ten(10) minutes	ten(10) minutes	forty(40) minutes

7.5 **Starting Procedures:** At all rounds, the starting procedure will be a Rolling Start in accordance with the provisions of Appendix 4, Schedule Z Article 8.3 of the current MotorSport New Zealand Manual. There will be one(1) full formation lap, with the Rolling Start commencing on the second formation lap.

- (a) **Race One:** Grid positions will be determined via a marble draw, with the time and place of the marble draw noted in the Round Supplementary Regulations.
- (b) **Race Two:** Grid positions will be determined via reverse of the marble draw from Race One.
- (c) **Race Three:** Grid positions will be determined by the fastest overall lap time achieved by the Vehicle in Race One and Race Two, fastest to the front.

8. RACE THREE:

- 8.1** Up to a maximum of two(2) Drivers is permitted for each Vehicle entered.
- 8.2** For those Vehicles with two(2) Drivers entered, each Driver must compete in Race One, or Race Two, or timed Practice Sessions. Each Driver must compete for a minimum of 20 minutes in Race 3.
- 8.3** For those Vehicles with two (2) Drivers entered, the Team must notify the Series Coordinator no later than thirty five(35) minutes before Race One to who the Driver is for that Race.
- 8.4** Teams must notify the Series Coordinator no later than thirty five(35) minutes before Race Three who the starting driver will be.
- 8.5** There will be a CPS for all Vehicles, which must take place between fifteen(15) and twenty-five(25) minutes from the race start.
- 8.6** During the CPS there will be a Balance of Performance (BOP) minimum Pit Stop time calculated for each Vehicle using the following formula:
- (1) For Entries with one Driver;**
The BOP pitstop time calculation will be derived by taking the race distance forty (40) minutes and dividing this by the fastest overall actual or nominated time (or weighted average time for dual driver entries) of all competitors times achieved during Race One and Race Two to determine a potential number of laps and then multiplying the potential number of laps by 80%.
 - (2) For Entries with two Drivers:**
To calculate the time to be used for the BOP pitstop a weighted average will be applied which will be calculated by taking 37.5% of the slower drivers fastest time in Race One or Two (or nominated time where this is faster) and 62.5% of the fastest drivers fastest time in Race One or Two (or nominated time where this is faster) and combining these to achieve a weighted average time.
- 8.6.1** This BOP time will be notified to the Driver no later than sixty(60) minutes prior to the start of the race. The BOP calculation will determine how long the Vehicles BOP Pit Stop will be; the faster the Vehicles Lap times the longer the Pit Stop time will be. Any Vehicle that has gone slower during the Races than what the Vehicle is capable of can nominate a Lap time which must be submitted to the Series Coordinator no later than thirty(30) minutes after Race Two. The Driver's Team is responsible for ensuring that the Driver completes the calculated CPS correctly.
- 8.7** The Compulsory Pit Stop can be performed during a Safety Car period provided the Pit Window is open.
- 8.8** A maximum of three(3) Pit Crew Team personnel per Vehicle are permitted to participate in the CPS. No personnel or equipment are permitted to cross the line of the working lane prior to the Vehicle coming to a halt for the Pit Stop. It is permitted to use the Vehicle's in-board lifting system.
- 8.9** In addition to the three(3) Pit Crew Team personnel a Car Controller is permitted for each Vehicle. Their sole function is to ensure that the Vehicle stops and is released safely from the work area into the fast lane. This controller may cross the line one(1) lap prior to the vehicle stopping and may use a hand held identifier which may encroach the work area for controlling the Vehicle.

- 8.10** For Vehicle's that are not refuelling, one(1) 4.5kg dry chemical fire extinguisher must be located in the Vehicle's CPS area in Pit Lane.
- 8.11** For Vehicle's that are refuelling, two(2) 9kg dry chemical fire extinguishers must be located in the Vehicle's CPS area, with one of the fire extinguishers armed and manned by the dedicated fire extinguisher operator during the refuelling.
- 8.12** Refuelling is permitted using a maximum of one(1) 25 litre fuel churns only. Overhead fuel rigs are not permitted.
- 8.13** During the refuelling process the Vehicle's engine must be switched off.
- 8.14** The dedicated refueller and the separate dedicated fire extinguisher operator must wear either a two(2) – layer fire retardant overall or a single layer fire retardant overall with fire retardant underwear along with fire retardant gloves, boots, goggles and balaclava.
- 8.15** Any fuel spilt during the refuelling process must be completely cleaned up before the Vehicle is started. It is permitted to push the Vehicle out of the fuel bay to aid in the clean-up.
- 8.16** A Vehicle being released from its Pit Bay must give way to a Vehicle already wholly in the fast lane.
- 8.17** A Vehicle must leave or enter the fast lane not more than the length of two(2) Pit Bays from its own Pit Bay when entering or exiting their bay. A cone will be placed at the beginning and end of the Pit Lane to establish this zone for the first and last bays.
- 8.18** Driver belts must be fully fastened and window net up before the Vehicle is released from CPS area.
- 8.19** All Pit Crew Team Personnel and their equipment must be behind the garage line before the vehicle is released, the only person permitted across the garage line will be the car controller releasing the vehicle.
- 9. TIMEKEEPING:**
- 9.1** The Round Organiser, the Inviting Club, or the host circuit shall provide timing equipment that will be deemed to be the official timing equipment for the Round.
- 9.2** All Competitors shall ensure that such timing equipment is looked-after with all due care and attention whilst in their possession and that all equipment is returned as and when required. The Competitor is liable for all costs required to repair or replace equipment damaged or lost.
- 10. PENALTIES, PROTESTS and APPEAL:**
- 10.1** Penalties shall be applied in accordance with the prescribed Articles of NSC Part VIII-Penalties.
- 10.2** 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).
- 10.3** Competitors/Entrants have the right to lodge a protest/s in accordance with NSC Part IX-Protests.
- 10.4** Competitors/Entrants have the right to lodge an appeal/s in accordance with NSC Part XI-Appeals.

10.5 The penalty for non-compliance to any of the conditions set out in Article 8 of these Articles will be directed to the Clerk of the Course for the application of penalty as per Schedule P of the current MotorSport New Zealand manual.

10.6 In the instance of any Vehicle exceeding their Race (or nominated) lap times during Race Three, for every 0.9 of a second under that time, two(2) seconds will be added for each Lap that the time has been exceeded.

10.7 Failure to undertake the Compulsory Pit Stop will result in exclusion from the Race.

11. SERIES ENTRY:

11.1 Entry into the Racer Products V8s Race Series shall be via Speed Works Events Google Document by contacting the Series Coordinator.

11.2 By entering the Series all Competitors/Entrants agree to comply with these Articles and those of the NSC. Any entries made after the closing date may be accepted at the sole discretion of the Series Coordinator.

12. CONDITION OF ENTRY:

12.1 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 Schedule NZV8TC.

12.2 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/s, as detailed within these Articles.

12.3 The Series Coordinator reserves the right to accept or decline entries into the Series as per NSC21.

13. POINTS:

13.1 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.

13.2 For Race One and Race Two, the points will be allocated as follows:

1 st	20	11 th	8
2 nd	18	12 th	7
3 rd	16	13 th	6
4 th	15	14 th	5
5 th	14	15 th	4
6 th	13	16 th	3
7 th	12	17 th	2
8 th	11	18 th	1
9 th	10	19 th	0
10 th	9	and lower	

13.3 For Race Three, the points will be allocated against the vehicle as follows:

1 st	100	13 th	28
2 nd	90	14 th	26
3 rd	80	15 th	24
4 th	70	16 th	22
5 th	60	17 th	20
6 th	49	18 th	18
7 th	45	19 th	16
8 th	42	20 th	14
9 th	39	21 st	12
10 th	36	22 nd	10
11 th	33	23 rd and	5
12 th	30	lower	

14. AWARDS:

14.1 The Overall Series Champion shall be the Driver with the highest accumulated total points earned during the Series and shall be awarded the Collins and Sons Cup.

14.2 Second and third place overall will also be awarded.

15. IN-CAR CAMERA TO MONITOR COMPETITOR BEHAVIOUR (Judicial Camera):

15.1 All NZV8TC Series vehicles will be required to carry an approved NZV8TC in-car camera. The position of fitting this camera takes precedence over any other camera fitted in the vehicle.

15.2 This camera must be mounted in accordance with Schedule A and any further instructions issued. The mounting of the camera will be supervised, where required, by the Series Coordinator or their appointed official.

15.3 It is the Competitors responsibility to ensure the camera is switched on and recording during all Practice Sessions and Races.

15.4 At any time during an Event, the Clerk of the Course, the Series Coordinator or their appointed official can access footage from the Judicial Cameras or any other camera that may be fitted to the Vehicle.

16. PIT SPACE ALLOCATION:

16.1 A marquee or pit garage will be available from the Inviting Club to Competitors that require one. For Competitors not requiring a marquee or pit garage a paddock area will be available as per the Supplementary Regulations Part Two of each Round.

17. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

17.1 Tyres are open to all manufacturers.

17.2 Practice sessions: From the Vehicles first Round, Any marked or unmarked tyre may be used, all following Rounds only marked tyres are permitted.

- 17.3 New “dry” tyre allocation for the Series:** The maximum number of new “dry” tyres that may be presented for marking for each Round of the Series are as follows:
- First Round for the Vehicle: six(6)
 - All remaining Rounds, maximum of: four(4)
- 17.4 “Wet” Tyre allocation per Round:** There is no controlled allocation of wet tyres per Round. If the meeting is declared “wet” by the Clerk of the Course, “wet” specification tyres must be used.
- 17.5 Specifically prohibited for all tyres are the following modifications:**
- Hand cut tread grooves;
 - Filing and buffing;
 - Tyre warmers;
 - Chemical treatments; and
 - Any means of artificially enhancing tyre performance.
- 17.6 Tyre marking:** The date, time and location of when tyre marking will take place as detailed within the Supplementary Regulations for each Round of the Series.
- 17.7** It is the Competitor’s responsibility to ensure that tyre markings remain clearly visible. Whenever a tyre marking starts to become illegible, the Competitor must contact the Series Co-Ordinator.

18. RACE RADIO:

- 18.1** Race Radio is compulsory and will be used for all major announcements, including race penalties. Race Control will communicate with Team Managers concerning incidents and racetrack penalties who may then communicate these messages to the driver.

19. MEETING RIDES:

- 19.1** Meeting Rides shall be conducted in accordance with the provisions of Schedule Z, Article 24.

- 19.2** At Rounds where Meeting Rides are scheduled for NZV8TC each Competitor entered must comply with the request from the Series Administrator to provide Category Sponsor Rides as detailed.

APPENDIX ONE(1)

Decal placements and Sponsorship requirements reserved as per the below:

