

ACCREDITED SERIES ARTICLES GOVERNING THE 2022 SOUTH ISLAND 1 HOUR 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 2022 South Island 1 Hour Endurance Series.

This Series is held under a MotorSport NZ Accredited Permit No: **220276**

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

Due to the volume of changes, this document should be read in its entirety.

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
SIERDC1-22-A001	8 July 2022	3.2	Vehicle Eligibility
SIERDC1-22-A002	23 August 2022	3.2	Vehicle Eligibility

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:

“CTPS” means **“Compulsory Timed Pit Stop”**, which is when the competing vehicle is stationary in the pit lane or pit garage for a minimum period of 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; and

‘The Club’ or “SIERDC” means the South Island Endurance Racing Drivers Club; and

‘The Series’ means the 2022 South Island 1 Hour Endurance Series; and

‘MotorSport New Zealand’ or ‘MSNZ’ means the governing body for motorsport in New Zealand; and

‘National Sporting Code’ or ‘NSC’ means the National Sporting Code issued by MotorSport NZ from time to time; 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

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

2. OBJECTIVE:

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

3. ELIGIBILITY:

3.1 DRIVER ELIGIBILITY

- 3.1.1** 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.
- 3.1.2** All drivers and entrants must be financial members of a MotorSport NZ Member Club and the South Island Endurance Racing Drivers Club.
- 3.1.3** A minimum of one(1) and maximum 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.
- 3.1.4** Elite-Level drivers are prohibited from competing in the Series.
- 3.1.5** A Driver may only be entered to drive in one(1) Driving Team in each Race at any Round of the Series. No ‘cross entries’ are authorised.

3.1.6 Where a Driver is entered in both the South Island Endurance Series 1 Hour Race(s) and South Island Endurance Series 3 Hour Race at the same Round, they must not drive for more than 195 minutes across all three Races.

3.2 VEHICLE ELIGIBILITY:

3.2.1 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 pre-COTF Australian V8 Supercar that has previously competed in the Australian V8 Supercar Championship, and
- Any MARC I or MARC II car manufactured and originally sold by Marc Cars Australia with Chassis numbers prefixed with either 'PACEGTC' or 'PACE-MARC2', and
- Any car homologated into FIA GT3 prior to 31 December 2008, and
- Any Panoz Esperante GTS, Ginetta G40, G50 or G55.

(a) Similar cars to those listed above will be considered by The Club, upon application.

3.2.2 Specifically excluded from this Series are:

- 'Open' Sports Cars
- TraNZam, Howe GT or TA2 type cars
- Other cars that do not have OEM type bonnet, boot and doors
- Any Le Mans Prototype(LMP) (eg: LMP1, 2 or 3)
- Any Daytona Prototype or similar vehicle
- Any car homologated into FIA GT3 after 1 January 2009
- Any CoTF spec (or later) Australian V8 Supercar
- Any Brabham BT62
- Any Australian MARC GT car
- or any other cars as decided by The Club.

3.2.3 Competing Classes will be determined as follows:

(a) **Class 2:** Any Porsche 997, 991 or 992 Cup Car, any Ferrari Challenge car (488 spec or earlier), any pre-CoTF Australian V8 Supercar, any car homologated into FIA GT3 prior to 31 December 2008, any Australian MARC I or II car, any eligible space-framed car or any other car at the sole discretion of the Club.

(b) **Class 3:** 3501cc+ or any car constructed as an FIA GT4 car (excluding cars that fit into classes 1 & 2 above)

(c) **Class 4:** 2001 to 3500cc (excluding cars that fit into classes 2 or 3 above)

(d) **Class 5:** up to 2000cc

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

- Forced induction x1.7
- Rotary engine x1.8

- 3.2.3.1** 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.
- 3.2.4** The Club reserves the right to :
- (a)** Invite any other vehicle(s) to compete, in addition to those listed in Article 3.2.1 above.
 - (b)** Decline any entry or any vehicle(s) into the Series, in accordance with the provisions of NSC21 and Article 5.1.1 below.
 - (c)** Add in additional sub-classes and/or amalgamate or reorganise the class structure if insufficient entries are received for any one(1) class prior to the first Round of the Series.
- 3.2.5** All vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.
- 3.2.6** 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. For vehicles which do not permanently reside in New Zealand, please refer to Schedule A, Part 1 – Article 1.2.(3).
- 3.2.7** All competing vehicles must have both left hand and right-hand external mirrors fitted, in addition to the rear view mirror as prescribed in Appendix Two Schedule A.
- 3.2.8 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.
- 3.2.9** All Competitors / Entrants shall agree to submit their vehicle for eligibility / fuel capacity / safety scrutineering inspections as and when required by the appointed Series Scrutineer/s, and/or Round Scrutineers, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor / Entrant.

4. 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

Series Coordinator: Scott O'Donnell
Mobile Phone No: 029 233 4401
Email: 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.

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

Series Secretary: Cate Bartlett
Mobile Phone No: 027 841 2560
Email: sierdc@outlook.com

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 Club to carry out all the necessary administrative duties for the Series.

5. SERIES ENTRY:

- 5.1** Entry into the Series shall be made on the Series Membership / Entry Form and submitted to the Series Secretary for acceptance. Please request application for Series Membership / Entry from the Series Secretary.
- 5.1.1** The Club reserves the right to accept or decline entries into the Series as per NSC 21.
- 5.2** By entering the Series, all Competitors / Entrant:
- (1)** Are deemed to be in acceptance of and agree to comply these Series Articles as they are presented, and
 - (2)** Agree to comply with these Articles and those of the National Sporting Code, and
 - (3)** 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.
 - (4)** Shall comply with any specific requirements of the official Series Sponsor(s), as detailed within these Articles.
- 5.3** The Club reserves the right to cancel any Race of the Series if less than twelve(12) entries are received, without affecting in any way it's power to award any title.
- 5.4** 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 Inviting Club, entry acceptance will be applied as follows:
- (1)** To those Competitors who are competing in all Rounds of the South Island 1 Hour Endurance Series, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
 - (2)** The balance of entries, accepted on a '1st come 1st served' basis with any over-flow 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.
 - (3)** Any driver may enter both of the One Hour Races at any Round. However when a Driver has entered both Races, they must advised the Series Secretary of their preferred Class in case the Races are combined under the provision of Article 6.2.2.
 - (4)** In the instance that either of the races are oversubscribed, any driver who has entered both the One Hour races will have their non preferential entry (as per 5.4 (3)) placed at the end of any reserve list.
- 5.5** The Club will allocate competition numbers to all Competitors in the Series which will be advised on the Acceptance of Membership.
- 5.5.1** Prior to 13 July 2022, last year's Competitors may request their same number again; excepting that the actual numbers will be issued on a '1st come' basis, and excepting numbers '1' '2' and '3' which will be allocated (in that order) to last season's Series 1st, 2nd and 3rd overall placings.

6. SERIES STRUCTURE:

6.1 The Series shall comprise of the following Rounds:

Round	Date	Venue	Inviting Club
1	3 September 2022	Ruapuna	Canterbury Car Club
2	24 September 2022	Teretonga	Southland Sports Car Club
3	15 October 2022	Levels	South Canterbury Car Club

6.1.1 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.

6.2 At all Rounds there will be two Races of sixty(60) minutes duration separated by Class.

6.2.1 The two One Hour Races will be separated by class as follows:

(a) Class 2 and Class 3

(b) Class 4 and Class 5

6.2.2 The Organiser / Club reserves the right to combine the 2022 South Island 1 Hour Endurance Series Race(s) with the 2022 South Island 3 Hour Endurance Series Race if total entry numbers are not sufficient. In this case, this will be notified in either Supplementary Regulations Part Two, or via an Official Bulletin, alongside any specific race procedures.

7. ROUND FORMAT:

7.1 Test 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.

7.2 Qualifying and Practice Sessions: For each One Hour Race there shall be a minimum of one(1) qualifying session with a minimum of fifteen(15) minutes duration, and one(1) practice session of ten(10) minutes duration.

7.2.1 Unless specifically permitted by the Clerk of the Course, all drivers shall participate in either the Practice or the Qualifying session.

7.3 Races; at all Rounds there shall be one Race of sixty(60) minutes duration for each class in accordance with Article 6.2.1.

7.4 Starting positions; The start grid positions shall be determined from the fastest qualifying times achieved by each competing vehicle in the qualifying session, fastest vehicle to the front.

7.5 Starting procedures; Shall be by 'rolling start' in a 2 x 2 formation in accordance with Appendix Four, Schedule Z – Article 8.3.

7.6 Safety Car Procedures:

- (1)** If the Safety Car has been deployed, it will attempt to pick up the highest placed vehicle on the circuit at the time of deployment. If the highest placed vehicle on the circuit subsequently pits, then the next car in the queue at the time of deployment will be the car that is picked up behind the Safety Car.
- (2)** The Safety Car shall be used at least until the majority of the field, as determined by the Clerk of the Course are lined up behind it.
- (3)** Racing will recommence when the start signal (a green light or flag) is displayed. Once displayed Drivers can pass at any point on the circuit. Once the start signal has been given all flag points will simultaneously display the green signal for thirty(30) seconds.

7.7 Pit Stops:

- (1)** One(1) Compulsory Timed Pit Stop of 45 seconds shall be completed during the Race and is to have started between ten(10) and fifty(50) minutes of the Race duration.
 - (a)** This stop is not permitted under red flag conditions.
 - (b)** The Vehicle must have crossed the speed restriction line at pit lane entry after the pit window opens and prior to the pit window closing.
 - (c)** The Vehicle must have come to a complete stop outside their Pit Bay prior to the commencement of the CTPS.
 - (d)** The vehicle must remain stationary for a minimum of 45 seconds.
 - (e)** During the Compulsory Timed Pit Stop, either
 - (i)** A driver change may made, or
 - (ii)** If no driver change is made, the competitor may remain in the vehicle for the duration of the CTPS in either the pit lane or pit garage.
 - (f)** Other work may be carried out on the vehicle during the CTPS, providing that the vehicle remains stationary.
 - (g)** It is a requirement that some form of time recording method is made (eg internal or external video) of the full stationary time, should verification be required. This method must be approved by the Series Coordinator prior to the race and be able to be replayed post-race at the circuit.

7.8 During a red flag situation no vehicle may be worked on in pit lane or Parc Fermé. Any vehicle removed from pit lane is subject to Parc Fermé conditions and must not be worked on, 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.

7.9 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).

- 7.10** 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.

8. ARRANGEMENT OF THE PITS and TYRE WARMERS

- 8.1** Any competitor can decorate their pit garage/marquee. No alteration requiring drilling, welding or modifications to the pit garage/marquee is permitted.
- 8.2** 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.
- 8.3** 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.
- 8.4** 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 anytime.
- 8.5** 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.
- 8.6** 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.

9. PIT STOP PERSONNEL:

- 9.1** Each team is authorised a maximum of six(6) pit crew members who are the only team personnel allowed to enter pit lane during a pit-stop.
- (1)** A maximum of two(2) of these pit crew members shall be designated the 'Refuelling Crew'.
 - (2)** This maximum does not include the drivers of the competing car, the Dedicated Fire Marshal (Article 9.2) and (where appropriate), the dedicated operator of the overhead rig valve operator (Article 9.3).
- 9.2** **Dedicated Fire Marshall;** When refuelling is taking place, each team pit area shall have a Dedicated Fire Marshal. Their sole responsibility is to man the fire extinguisher and they cannot take part in any other job when any refuelling is taking place.
- 9.2.1** The Dedicated Fire Marshall and Refuelling Crew must wear fire-resistant apparel as set out below:
- (a)** Overalls*, underwear, socks, shoes and gloves complying with the standards set out in Appendix Two, Schedule A, Part One, Article 4.3 Chart (1); minimum of Line C.

- (b) Balaclava complying with the standards set out in Appendix Two, Schedule A, Part One, Article 4.3 (1); minimum of Line B.

Note: **Where overalls are worn in compliance with Appendix Two, Schedule A, Part One, Article 4.3 (1); of Line B, underwear (while recommended) is not compulsory.*

9.2.2 When refuelling is taking place, the Dedicated Fire Marshal must be equipped with a fully serviced operable dry chemical fire extinguisher of minimum capacity of 9kg.

9.2.3 Where there is no refuelling activity during the race, the fire extinguisher capacity may be a minimum of 4.5Kg.

9.3 **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 protective clothing as set out in Article 9.2.1 (a) and (b).
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.*

10. PIT BAYS & DRIVER CHANGES:

10.1 Where pit bays are allocated, each Vehicle may only make pit stops in the pit lane in front of the Pit Bay allocated to the Vehicle by the Organisers.

10.2 The organisers may allocate a Pit Bay to more than one Vehicle.

10.3 A Vehicle that stops in Pit Lane that cannot reach its Pit Bay under its own power may be pushed to its Pit Bay.

10.4 A Vehicle that overshoots its Pit Bay may stop in the Pit Lane but must not select reverse gear and instead may be pushed back to its Pit Bay.

10.5 Any person may push a Vehicle in pit lane except the driver of the Vehicle at the time it stops.

10.6 Driver changes can take place at any time during a pit stop.

10.7 The Vehicle must come to a complete stop prior to the driver's safety harness being unfastened. The Vehicle may not leave the pit bay until the safety harness has been fully refastened.

10.8 All driver safety harnesses belts must be securely fastened when the vehicle is moving under its own power.

11 PITLANE; PPE and FUEL

11.1 During Testing, **no** refuelling is allowed to take place in Pitlane, and no refuelling equipment may be set up in Pitlane on the Test Day. During this time, fire resistant apparel and PPE are recommended but not required in Pitlane.

- 11.2** Teams are only allowed to commence the setting up of refuelling equipment 15 minutes after the end of the last test session or practice session on the Test Day.
- 11.3** After the designated time for setting up refuelling equipment has begun, all team members working on Refuelling equipment must wear protective clothing as set out in Article 9.2.1 (a) and (b).
- 11.4** On Race-day, any team member who enters Pitlane, at any time, must wear protective clothing as set out in Article 9.2.1 (a) and (b). This applies to any on-circuit activities taking place. This requirement extends past the end of racing if refuelling equipment is being emptied and dismantled. The only exclusion from this rule are team members crossing Pitlane directly to and from the signalling bay on pit wall.
- 11.5** Any crew that are dealing with fuel or refuelling equipment (whether full, partly full or empty) at any time during the Event, including the Test day, must wear protective clothing as set out in Article 9.2.1 (a) and (b).
- (a)** This is applicable anywhere at the venue including pit lane, pit paddock, transporters, trailers and the fuel storage areas. At any time that fuel is being transferred, pumped or poured, the Dedicated Fire Marshal as per Article 9.2 must be present.

12. REFUELLING & DEFUELLING:

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: <https://www.motorsport.org.nz/technical/fuel/>*

- 12.1** The amount of fuel stored in or immediately adjacent to each team pit area (in pit lane) must not exceed 209 litres.
- 12.2 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.
- 12.2.1** 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.
- 12.2.2** For teams refuelling during the race, in addition to the requirement outlined in Article 9.2 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.
- 12.2.3** All vehicles (except those using 'dry-break' systems) must stop their engines for the duration of the refuelling process.
- 12.2.4** No other work may be performed on the vehicle during the refuelling process unless a dry break refuelling system is used.
- 12.2.5** 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.

12.2.6 If fuel is spilt during the refuelling process, then refuelling must stop immediately and not recommence until the spilt fuel is fully cleaned up. The car being refuelled must have its engine turned off, and then may be pushed clear (not driven) for safety while the spill is cleaned up. Any fuel spilt during the refuelling process must be completely cleaned up prior to the car leaving pit lane.

12.3 REFUELLING EQUIPMENT:

12.3.1 Refuelling equipment: The following type of equipment is authorised:

- Hand-held fuel containers, or
- Dry-break hand-held fuel containers, or
- Sealed drums of 209 litre maximum capacity with hand-operated pump, or
- Overhead (gravity fed) refuelling system with dry break connectors.

12.3.2 The Organisers reserve the right to inspect and if necessary, approve all refuelling and safety equipment prior to it being used.

12.3.3 All overhead refuelling systems must:

- (a) Be electrically earthed;
- (b) Have a maximum capacity of the reservoir, including the delivery hose, not exceeding 220 litres. Reservoirs must include 10% ullage (air space) at all times;
- (c) The maximum height of any part of the system which contains fuel is two (2) metres above the Pitlane; only non-fuel holding connections and vents are permitted above this height.
- (d) All overhead systems must have an automatic self-closing valve (dead-man's handle) and one team pit crew member must be assigned as the sole operator of this valve during the refuelling process in accordance with Article 9.3. The self-closing valve must be attached directly to the fuel reservoir and must close immediately, stopping the flow of fuel from the reservoir, when pressure on the handle is released.
- (e) All fuel dry break couplings (delivery and vent) must be of an FIA approved design.
- (f) The fuel delivery and vent hose must be of a flexible, reinforced and fuel resistant, rubber or plastic material. These hoses must be a minimum of 2.5 metres in length. The maximum internal diameter of these hoses is 56mm (2 ¼ inch).
- (g) The vent hose must remain open at all times during the refuelling operation.
- (h) An earthing connection between the refuelling system and the car must be made prior to refuelling commencing, in accordance with Article 12.2.1.
- (i) Refuelling systems must be secured to prevent them being overturned.

13. FUEL TANKS

- 13.1 Vehicle fuel tanks:** shall be in compliance with Appendix Two, Schedule A, Article 4.12.
- 13.2 Vehicle Fuel System Capacity:** shall not exceed 120 litres (no allowance for temperature will be applied); this is the maximum fuel storage capacity of the vehicle and includes all fuel system components. This includes but is not limited to all fuel tanks; ancillary, reserve, swirl or surge tanks; fuel lines, fillers and filters etc.
- 13.3** 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.

14. TELEVISION AND IN-CAR CAMERAS:

- 14.1** All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer (if appointed) and/or Chief Scrutineer of the Meeting.
- 14.2** 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.
- 14.3** Any in-car cameras that are fitted and approved by the Series Scrutineer must make their footage available to the Clerk of the Course if so requested.

15. PARC FERMÉ:

- 15.1** 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 may 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.*

- 15.2** 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.
- 15.3** The Series Scrutineer may authorise entry of additional team personnel for the purposes of vehicle eligibility inspections.

16. PENALTIES, PROTESTS and APPEALS:

- 16.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.
- 16.2** The Series Coordinator shall have the authority as set out in NSC – Part VII Article 80.
- 16.3** 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.
- 16.4** Competitors / Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 16.5** Competitors / Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

16.6 Any failure to comply with correct decal and official competition number set placement will be referred to the Clerk of the Course who shall hold a hearing. Should a breach be proven the following penalty shall be applied;

- (1) If in Qualifying, exclusion from Qualifying results, or
- (2) If in the Race, exclusion from Race results and loss of Series Points (to a maximum of 115 points)

16.7 Any breach of Schedule Z, Article 14.2 (8) shall result in a reduction of one(1) lap from the Competitors total lap count. This is in addition to any penalties applied in accordance with Schedule P. For clarification purposes the pit exit will be closed from the time the Safety Car passes the pit lane entrance until the last car in the train has passed pit exit.

16.8 When Schedule P, NSC.4 is applied due to a breach of these Accredited Series Articles by any competitor or team member additional penalties may be applied by the Clerk of the Course as follows:

- (1) During **Practice** or **Qualifying**, the competitor may be moved three(3) places back in the starting grid of that competitor's next race.
- (2) During the **Race**, the competitor may have a time penalty of up to fifty(50) seconds applied to their total race time.

17. POINTS:

17.1 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.

17.2 The points will be allocated as follows:

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

Reducing by 1 point per place thereafter.

17.3 Bonus Points: will also be issued at all Rounds on the following basis:

- (1) For every vehicle that qualifies for the Race, but does not start, that competing car's Driver(s) will receive 10 points.

(2) For every vehicle that starts the Race, that competing car's Driver(s) will receive an additional 20 points.

17.4 If a Driver changes their Vehicle during the Season, overall Series points shall carry over and Class points will also carry over providing they stay within the same Class.

18. AWARDS:

18.1 Unless the provisions of Article 3.2.4 (c) apply, there will be a total of five(5) awards; namely:

- **0-3500cc Champion – 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points across both Class 4 and 5 throughout all Rounds that constitute the Series.
- **Over 3501cc Champion – 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points across both Class 2 and 3 throughout all Rounds that constitute the Series.
- **Class 2 Champion - 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 2 throughout all Rounds that constitute the Series.
- **Class 3 Champion 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 3 throughout all Rounds that constitute the Series.
- **Class 4 Champion - 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 4 throughout all Rounds that constitute the Series.
- **Class 5 Champion - 2022 South Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 5 throughout all Rounds that constitute the Series.

18.2 The Series winners shall receive any trophies/prizes and/or other rewards that accompany the award titles, subject to Article 18.3.

18.3 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.

18.4 **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;

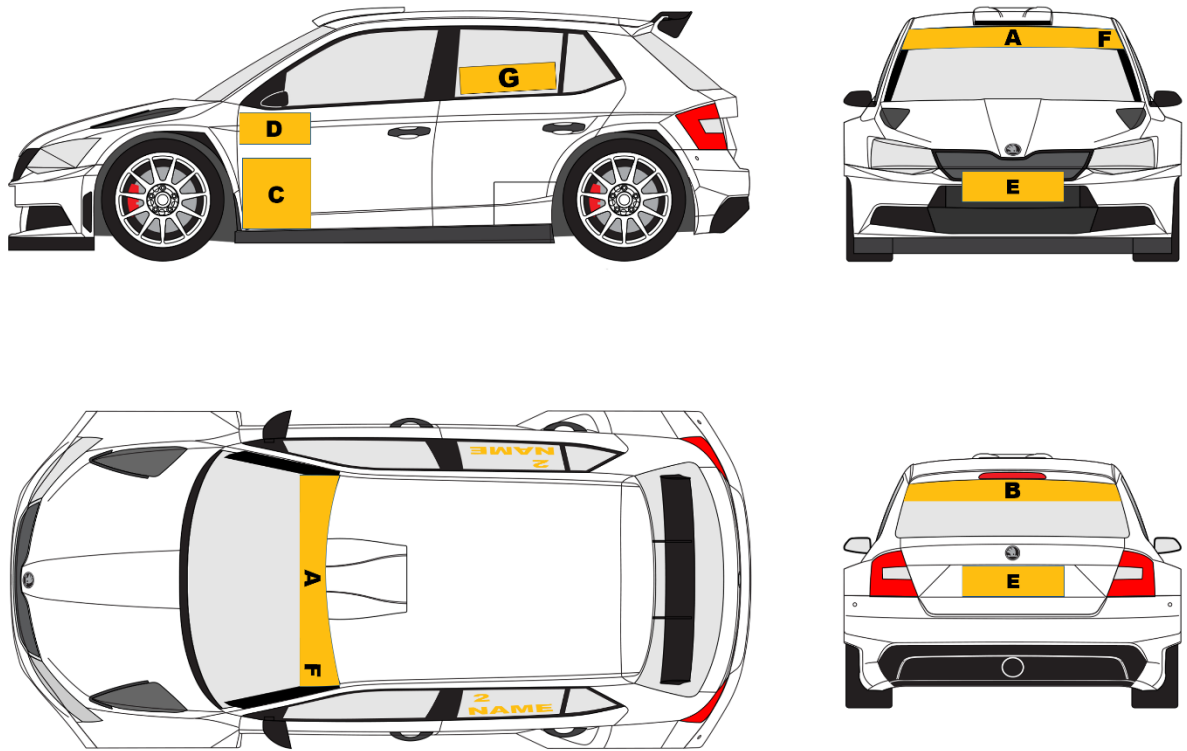
- (3) The number of the single fastest lap achieved in each Race and progressing down the fastest laps in each Race in all Rounds counting for the Series. If an equal result is still obtained, then;
- (4) The Club, at their sole discretion, shall determine the winner, or may declare those still tied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

19. DECALS:

19.1 The 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 competition car.

19.1.1 One set of Decals free of charge will be supplied by the Series Organiser and shall be applied to the reserved spaces listed in the following table. Any additional sets shall be at the cost of the Competitor. The primary reserved position is as stated first, with a secondary option given in brackets (where an option is allowed).

Location	Branding Decals/ Badges
A - Top of windscreen	Carter's Tyre Service
B - Top (or bottom) of rear windscreen	Carter's Tyre Service
C - Front door panel or the rear half of the front mudguard (both sides)	Series decal 200mm wide x 400mm high
D - Within close proximity to the side number on both sides of the vehicle	MotorSport NZ Accredited Series Decal
E - Front & rear of vehicle in number plate area	Individual Round sponsor decals of 350mm wide and 125mm high, that must be on a vertical surface and visible from the front or rear of the car
F - top left-hand side of the windscreen	Coloured class identification decal
G – Rear side windows (both sides)	Driver's Name(s) (recommended)



- 19.2** 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.
- 19.3** All competition numbers shall comply with the prescriptions of Appendix Two, Schedule A Article 6.2 – Competition Numbers.
- 19.4** 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 (refer Article 16.6).

These Accredited Series Articles are issued for 2022 South Island 1 Hour Endurance Series by the Administration.

Elton Goonan
 CEO
 MotorSport New Zealand
 18 May 2022