

MANUAL AMENDMENT

36056

Issue Date: 1 May 2023 | Implementation Date: 12 June 2023

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Manual Amendment 36056

*These amendments have been authorised to the text of MotorSport Manual Edition 36.
It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:*

Amendments to the National Sporting Code in Manual 36:

1. Amend Appendix Four, Schedule Z – Races as stated in the attached Schedule.

Item One: Appendix Four – Schedule Z – Standing Regulations Applicable to All Races

Full republish of Schedule Z.

Please refer to the attached revised Schedule Z and Summary of Schedule Z Changes document to familiarise yourself with the changes.

Reason: Full review and republish of Appendix Four, Schedule Z.

This amendment is issued for MotorSport New Zealand Inc by the Administration.



Elton Goonan
Chief Executive Officer
MotorSport New Zealand

Schedule Z – Races

Appendix Four – Schedule Z

Standing Regulations applicable to all Races

Last updated: 1 May 2023

IMPLEMENTATION DATE 12th JUNE 2023

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Addenda	Light Signals or Flags and Boards

Note: Text changes from the previous issue of this Schedule are highlighted such. Text changes for grammatical and/or formatting reasons are not highlighted.

This Appendix shall be read in conjunction with the following documents, published separately:

- Schedules to Appendix Four – Articles Governing all MotorSport NZ Race Championships and Accredited Race Series.
- Technical Schedules of MotorSport NZ Championships and Accredited Race Series.

Notes:

1. A full list of these articles and schedules will be published in the regulation section of the MotorSport NZ official website (www.motorsport.org.nz) and available on request from MotorSport NZ.

2. Historic and Classic Regulations are contained in Appendix Six of this Manual.

Attention Race Event Organisers: Please refer to Appendix Two Schedule H and the (separate publication) Race Organisers Handbook for details on Event planning and organisation which should be read in conjunction with this Schedule.

1. Interpretations:

Interpretations: The National Sporting Code Article 2(1) details a number of interpretations that apply throughout the Code, its Appendices and Schedules. Additional to that Article, for the avoidance of doubt, unless the context otherwise requires the following apply;

“Assembly Area” means an area set aside by the organisers for vehicles to be placed prior to being released for Practice, Qualifying or Races. Vehicles may not necessarily be assembled in any particular sequence, and

“Circuit” means the area between the outer edges of the white line along each side of the sealed surface. For the Pit Lane, the pit entry road, and the pit exit road – the Circuit is defined by the outer edge of the lines marking the lanes or roads as appropriate, and

Note: Where a painted line is not present, the outer edge of the sealed surface is defined as the outer edge of the Circuit.

“DNF” means the Driver did not finish the Race; and

“DNS” means the Driver did not start the Race; and

“DQ” or **“DSQ”** means the Driver has been disqualified from the Race; and

“Drive Through Penalty” means a penalty imposed during a Race which requires a Driver to enter and exit Pit Lane without stopping; and

“Formation Lap” means the lap at the end of which the vehicles form up on the starting grid for the start of the Race; and

“New Competitor” means a Competitor racing at one of their first three(3) race events or racing at a particular circuit for the first time; and

“Overlapping” means the front part of the rear vehicle is in front of the rear part of the vehicle immediately ahead; and

“Parc Fermé” means a secure area designated by the organiser or Officials where vehicles are held, with no unauthorised access or adjustments allowed, and any checks deemed necessary by race officials are made; and

“Pit Lane” means that part of the Circuit, or course bounded on the outside by the pit wall and on the inside by the extremity of the marked lanes, which provides competing vehicles with access to and from the Pits. The Pit Lane consists of the;

- (1) **“Fast Lane”** means the lane closest to the pit wall providing access from the pit entry to each Competitor’s work area and access back out to the pit exit, and
- (2) **“Working Lane”** means the lane where any work can be carried out on a competing vehicle while in the Pit Lane: and
- (3) **“Signalling Bay”** means that part of the pit wall designated for Competitor’s pit crews to use signalling boards to pass information to Drivers; and

“Pits” or **“Paddock”** means the area provided for the parking of competing and support vehicles and for the servicing of competing vehicles; and

“Positioning Lap” means the lap when vehicles are released from pit exit to form up on the starting grid; and

“Practice” means that part of a meeting or event provided by the organisers to enable Drivers to familiarise themselves with the Circuit. The organisers may use lap times recorded during Practice to determine starting order or grid positions; and

“Practice Start” means a vehicle simulating a race start either being stationary or significantly reducing speed and then accelerating rapidly; and

“Qualifying” means that part of a Meeting or Event designated for the purpose of determining starting order or grid positions; and

“Race” means an Event held on a closed Circuit between more than two(2) vehicles, running at the same time in proximity on the same course, on one(1) surface, where speed or the distance covered in a given time determines the results; and

“Red Flag Control Line” means the red line across the Circuit used during race suspensions; and

“Safety Car” means a vehicle deployed onto the Circuit on the instruction of the Clerk of the Course to neutralise the race or to otherwise control the movement of competition vehicles; and

“Safety Car Control Line” means the white line across the Circuit in the vicinity of pit entry – It is used during procedures for end of Safety Car deployment (Article 10.3); and

“Standing Start” means a Race Start when the vehicle is stationary at the moment the start order is given; and

“Start” or **“Race Start”** means the moment when the start order is given.

2. ADMINISTRATION:

2.1 Jurisdiction:

(1) Event Status:

- (a) **International Race Meetings:** are held under the provisions of the National Sporting Code of MotorSport NZ Inc and its Appendices and Schedules (incorporating where not already provided for the provisions of the FIA Sporting Code);
- (b) **National Race Meetings:** are held under the provisions of the National Sporting Code of MotorSport New Zealand Inc and its Appendices and Schedules, which may include Foreign Participation in accordance with Schedule L, Article 6.1.

These are to be read in conjunction with any relevant Championship or Accredited Series articles.

(2) Event Categories: MotorSport NZ in keeping with the policy of a natural progression in the status of events, has established the following national permit status event categories:

- (a) **Championship Race:** A Race being a round of a MotorSport NZ Championship.
- (b) **Accredited Series Race:** A Race being a round of an Accredited Series.
- (c) **Historic Race:** A Race being either a round of an Accredited Series or single Meeting or Event for competition amongst vehicles in compliance with Appendix Six Schedule K.
- (d) **Classic Race:** A Race being either a round of an Accredited Series or single Meeting or Event for competition amongst vehicles in compliance with Appendix Six Schedule T&C and/or Schedule CR.
- (e) **Endurance Race:** A Race defined as being sixty(60) minutes or more.
- (f) **Clubmans Race:** A Race primarily aimed at providing a low budget competition with no requirement to participate in further Events. This type of Event being a desirable entry-level Event for new Competitors and Officials to gain experience prior to participating in other higher classification Races.
Classes must be approved by MotorSport NZ as a Clubmans Race class by submitting the application documents to MotorSport NZ.
- (g) **Circuit Race:** Any Race that is not otherwise covered within Article 2.1 (2).

2.2 **Supplementary Regulations:** Shall be issued for all race meetings regardless of status and shall only cover one Meeting.

- (1) Supplementary Regulations Part One will be those regulations issued by individual organisers, and shall contain:
- Names of the following senior Officials of the Meeting and organising committee.
 - Clerk of the Course
 - Steward(s)
 - Secretary
 - Vehicle types and classes
 - Entry fee and closing date of Entries
 - Other information deemed relevant
- (a) Drafts of such regulations must be submitted to the Permit Issuing Authority for approval as detailed in Schedule E, Part Three.
- (b) Entries shall only open on the publishing of such regulations, which may only be issued to Competitors once approved by the Permit Issuing Authority.
- (2) Supplementary Regulations Part Two is the acceptance of entry, and if published shall contain the following information:
- Additional senior Officials of the Meeting (not already detailed in Part One) as follows:
 - Event Director and/or Race Director(s) (when appointed)
 - Assistant Clerks of the Course(s)
 - Judges
 - Competitor Relations Officer(s)
 - Chief Scrutineer
 - Any other Officials of the meeting, as relevant.
 - Time and location of documentation & safety audits.
 - Time and location, or method of drivers' briefing.

Notes:

1. Organisers have the option of merging as appropriate the information to be contained in Part One and Part Two.

2. Templates for Supplementary Regulations may be found on the MotorSport NZ website – www.motorsport.org.nz.

- 2.3 **Competition Licence Requirements:** Each Competitor must hold the appropriate competition licence for the Event entered. Full details of licence requirements are contained in Appendix One Schedule L to the National Sporting Code.
- 2.4 **Advertising on Vehicles:** The space requirements and placement for any compulsory advertising decals will be specified in the Championship and/or Accredited Series articles, or the Supplementary Regulations.
- 2.5 **Official Notice Boards:** These will be located at the office of the race Secretary or as advised in the Supplementary Regulations.
3. **ENTRIES:**
- 3.1 **Entries, Dates & Fees:**

- (1) Entries shall be submitted via the entry method as detailed in the Supplementary Regulations, to be received before the closing date for Entries.
- (2) Late Entries may be received after closing date at the discretion of the organisers as provided for in the Supplementary Regulations.

3.2 Number of Entries:

- (1) Meeting organisers reserve the right to stipulate the minimum number of Entries for each Event.
- (2) Maximum numbers of Entries in each class are limited to the number of vehicles as prescribed for that type of vehicle on the circuit licence.

3.3 Cancellation of Event: The organisers reserve the right to cancel the Event should less than the minimum number of Entries specified in the Supplementary Regulations be received by the closing date.

3.4 Change of Driver or Vehicle: Unless specifically prohibited by the Supplementary Regulations or by the articles of any Championship or Accredited Series in respect of which MotorSport NZ has issued an Organising Permit, any Entrant may, up to thirty(30) minutes prior to commencement of any Race, with the prior consent of the Clerk of the Course of the Meeting (or in the case of a Race which is a round of a Championship or Accredited Series, the prior consent of both the Clerk of the Course of the Meeting and the organiser of the Championship or Accredited Series):

- (1) Nominate the Driver or change the Driver nominated by the Entrant, to drive the Entrant's competing vehicle in the Race;
- (2) Change the competing vehicle entered in the Race for another vehicle that is in compliance with the regulations, specifications or schedule appropriate for the Race.

3.5 Dual Driver Entries: Unless otherwise specified in the Supplementary Regulations or Accredited Series or Championship articles for each Meeting, only one(1) driver per vehicle may be entered except where a vehicle is entered in more than one(1) category.

3.6 Conditional Acceptance: In the event of the number of Entries exceeding the maximum number of starters, the organisers reserve the right to accept Entries conditionally. Organisers may accept Entries on such conditions as the organisers, at their sole discretion, impose.

3.7 Refund of Entry Fees: Refunds will be at the discretion of the organiser. The Supplementary Regulations for each Meeting will detail the organiser's refund policy.

4. SAFETY AUDITS, DOCUMENTATION & BRIEFINGS:

4.1 Competitor Obligations:

- (1)** Entrants are required to sign or provide electronic acknowledgement of the declaration on the Entry stating that their vehicle(s) comply with the applicable vehicle specification schedule and the requirements of Appendix Two Schedule A, or, where applicable under Appendix Six Schedule K, T&C or CR, the requirements of Appendix Six Schedule AA.
- (2)** All Drivers or their representatives are required to complete documentation and when specified a safety audit of their vehicle prior to Practice, Qualifying and/or any Race.

4.2 Documentation:

- (1)** Competitors or their representatives must present themselves at documentation for the checking of valid licences, club membership and logbook where appropriate.
- (2)** Logbooks shall be presented to and signed off by the Chief Scrutineer or their assistant.
- (3)** The logbooks of those vehicles selected for a safety audit may be retained until the safety audit inspection has been completed.

4.3 Safety Audits:

- (1)** Appointed Scrutineers or Technical Officers may require any vehicle to be presented for an audit to check for compliance with the requirements of Appendix Two Schedule A (or where appropriate Appendix Six Schedule AA) and the class technical schedule appropriate for the vehicle. In accordance with the provisions of the National Sporting Code Entrants/Drivers are responsible to ensure that the vehicle is presented at the safety audit in 'race condition' and that all relevant documentation is available.
- (2)** Breaches of Appendix Two Schedule A (or where appropriate Appendix Six Schedule AA) and/or the MotorSport NZ approved class technical schedule shall be reported to the Clerk of the Course who may impose penalties under the provisions of the National Sporting Code.

4.4 Accidents and Scrutineering: Any damage incurred during Practice, Qualifying or a Race may necessitate the vehicle being shown the black and orange flag and returned to the Pits forthwith for examination by the Technical Officer(s) or Scrutineer(s).

- (1)** Following technical clearance, such vehicle may rejoin the Race at the discretion of the Clerk of the Course.
- (2)** Technical Officers or Scrutineers may impound vehicles withdrawn from Practice, Qualifying or Race due to accident damage for examination. Such vehicles impounded will not be released to Competitors other than upon the direction of the Technical Officers or the Chief Scrutineer.

4.5 **Drivers' Briefing:**

- (1) The Clerk of the Course will provide a written drivers briefing on the important points (or amplify matters) regarding the conduct of the Meeting. A reminder regarding operation of red flag and safety car procedures must be included in any drivers briefing information.
- (2) Written drivers' briefings may be supplemented by a verbal briefing. The time and place of this briefing shall be contained in the Supplementary Regulations.
- (3) Competitors must attend any verbal briefings provided. A method of checking Driver attendance must be used.

4.6 **New Competitor's Briefing:** The organisers are to provide facilities for New Competitors to attend a briefing conducted by a senior and experienced race organiser or competitor. Such briefing shall be run in accordance with the new competitor briefing document and shall cover aspects of competitor safety procedures and familiarisation with features and facilities of the venue.

5. **PRACTICE AND QUALIFYING:**

5.1 Practice and Qualifying session times will be advised in the event schedule.

5.2 **Practice:**

- (1) Practice sessions may be included in the event schedule at the discretion of the organisers. Where Championship or Accredited Series articles specify a minimum practice time, these must be included in the event schedule in accordance with the MotorSport NZ approved articles.
- (2) Races that either start or finish in the hours of darkness shall include at least one (1) night Practice session for all participating Drivers.

The Circuit shall be set up throughout this night Practice period with the lighting, corner identification and signalling lights that will be used for the Race.

5.3 **Discretionary Practice:** The Clerk of the Course has the discretion in exceptional circumstances, to permit further Practice periods.

5.4 **Qualifying:**

- (1) Transponders must be fitted and operational in accordance with Article 13.13.
- (2) Unless specifically permitted by the Clerk of the Course, all Drivers must participate in their class specific Qualifying session as outlined in the event schedule.
- (3) In the case of Drivers who fail to appear for Qualifying or do not qualify, permission to race may be given, but only at the discretion of the Clerk of the Course.

If granted, such Drivers will start either from the rear of the grid or as last vehicle in the appropriate racing class.

- (4) If, in the case of Force Majeure, it is not possible to record qualifying times, then Practice session times may be used. Where a Practice session has not been held, then positions will be determined by the Clerk of the Course based on previous times set at the Circuit, or overall Series' points.

6. STARTING POSITIONS:

6.1 Starting Positions: The primary method of determining the starting positions shall be determined by lap times achieved in Qualifying, Practice and/or previous Race(s), fastest vehicles being to the front.

6.2 The following alternative starting position methods may be used but must be stipulated in the Supplementary Regulations, Accredited Series articles, or Championship Series articles:

- (1) Handicap, or
- (2) Reverse grid, or
- (3) Finishing order in a preceding Race, or
- (4) Current positions in a Championship or Accredited Series, or
- (5) Seeding based on performance, or
- (6) Marble draw.

6.3 When starting positions are determined by qualifying times:

- (1) Only those times established by a Driver in an eligible vehicle which they intend driving in the Race will be recorded except that where a change of vehicle or Driver is made after Qualifying then that vehicle or Driver shall start at the rear of the grid or rear of the appropriate class as determined by the Clerk of the Course.
- (2) All vehicles in an Event must be given the opportunity to qualify with vehicles of the same class.

6.4 When identical times are recorded by more than one (1) Driver in a Qualifying session or a Race that sets the starting positions for any subsequent Races, the Driver first achieving such a time will receive the superior starting position.

6.5 Where a change of vehicle or Driver is made after Qualifying then that vehicle/Driver shall start at the rear of the grid, or rear of the appropriate class, for the next Race of that Event as determined by the Clerk of the Course.

6.6 Reverse Grids: If a Competitor receives any penalty during a Meeting that will give a positive effect for a reverse grid start then the penalty shall be disregarded for the purpose of grid positioning.

- 6.7** Starting positions shall be notified at least thirty (30) minutes before the scheduled start, except when the finishing order in one Event affects the starting positions in a subsequent Event scheduled to start less than thirty (30) minutes after the finish of the first Event. In such instance, the starting positions shall be notified as soon as practicable.
- 6.8** Display of starting positions at the office of the Race Secretary and/or the Official Notice Board will be considered notification to all Drivers. It shall be the responsibility of the Driver to ascertain the correct start position.
- 7. ASSEMBLY:**
- 7.1** Vehicles will form up in the Assembly Area under the directions of the grid marshals, preferably in starting order.
- 7.2** Drivers shall be seated in their vehicles by the end of the last lap of the preceding Race. The grid marshal will give notice of this.
- 7.3** Unless the Supplementary Regulations advise otherwise, vehicles will be released from the Assembly Area straight onto the Circuit and proceed directly to their allocated positions on the starting grid.
- (1)** Should weather or circuit conditions change between Qualifying and the Race, or between Races, the Clerk of the Course may allow an additional Formation Lap for the Driver to fully determine circuit conditions.
- 7.4** One (1) minute after the vehicles have been released the pit exit will be closed. Any vehicles that are late shall start from the pit exit under the procedures established in Article 8.6 of this Schedule.
- 7.5** It is not permitted to change tyres between leaving the Assembly Area and the start of the Race, except in the case of Force Majeure (puncture, obvious damage) or as determined by the Clerk of the Course.
- 7.6** Only one Practice Start is permitted at the pit lane exit speed de-restriction line and only at the commencement of the Formation Lap.
- 7.7** Vehicles are not permitted to weave across more than 50% of the circuit width during the Formation Lap and all weaving shall cease at the point of passing the last flag point before the rear of the marked grid positions.
- Any vehicle weaving to the extent that in the opinion of the Clerk of the Course creates a danger to other Competitors may be penalised.
- 7.8** At the conclusion of the Formation Lap, vehicles will assemble in their allocated positions on the starting grid so that the leading edge of the vehicle remains behind the line denoting the front of the grid box.

8. STARTS:

8.1 Standing Starts:

(1) Once all vehicles are in position on the starting grid, the intention to start will be indicated by:

(a) **Starts by Lights:** Initiating the starting light sequence;

There will be five lights illuminated in sequence. Once all five are illuminated (between 0.2 seconds and not more than 3 seconds), they will be extinguished to indicate the Start.

or

(b) **Starts by Flag:** Showing a five-second board, then the starter will raise aloft the starting flag and hold it motionless for no less than 3 seconds and no more than 5 seconds. The starter will drop the flag to start the Race.

(2) Any Driver in position on the grid but unable to take part in the Start shall clearly and visibly indicate this to the starter.

8.2 Delayed Starts: If, through unforeseen circumstances, the Start cannot take place at the appointed time, Drivers shall be notified by the display of a yellow signal followed by the "Start Delayed" notice, which also may be supplemented by audible warning. Engines may then be stopped.

(1) Following a "Start Delayed" warning, the starting procedure will be recommenced by the display of the thirty (30) second board followed by the start procedure outlined in Article 8.1(a) or 8.1(b) of this Schedule.

(2) Where the delay is greater than three (3) minutes then an additional Formation Lap will be provided.

8.3 False Starts: A vehicle shall be deemed to have made a false start if it:

(1) crosses its grid line before the starting signal has been given, or

(2) is moving forward when the starting signal is given.

8.4 Rolling Starts:

(1) When race control is satisfied the pole vehicle is in the allocated position the field will be directed away for the Formation Lap behind the Safety Car.

(a) **Starts by Lights:** The green light(s) will illuminate.

(b) **Starts by Flag:** The starter will wave the green flag.

(2) All vehicles must maintain their grid positions and keep up with the Safety Car. On approach to the start line, the Safety Car will turn off its flashing lights and enter Pit Lane. The field will then maintain a grid position of being alongside the vehicle on the same row with a gap of no more than three (3) vehicle lengths to

the vehicle immediately in front or the row ahead if no vehicle is occupying that position. A constant speed between 75-85km/h set by the vehicle on pole position must be maintained until the signal to Start is given.

- (a) **Starts by Lights:** The red light(s) will be illuminated when the vehicles approach the start line.

The red light(s) will be extinguished to indicate a Start.

- (b) **Starts by Flag:** The starter shall raise aloft the starting flag and hold it motionless.

The flag will be lowered and waved vigorously to indicate a Start.

- (3) If the starter or Clerk of the Course is not satisfied with the field approaching the start line, the starting signal will not be given.

- (a) When using starting lights, the red light(s) will remain on and flashing yellow lights will be displayed until the entire field has passed over the start line. The Clerk of the Course will immediately instruct all flag points to display alternately flashing yellow lights, or if using flags to display double waved yellow flags.

- (b) If a flag start is employed, the starter will leave the starting flag held aloft and motionless until the entire field has passed the starters dais. The Clerk of the Course will immediately instruct all flag points to display alternative flashing yellow lights, or if using flags to display double waved yellow flags.

- (c) The field will be required to complete another lap, maintaining their relative grid positions, to approach the starter again at a constant speed between 75-85km/h.

The onus shall rest with the vehicles on the front row of the grid to ensure that the field is slowed to ensure that a tight grid formation is achieved prior to the approach to the start line.

- (d) **Race Distances:**

- (i) For Races based on laps, the race distance will be reduced by one (1) lap.

- (ii) For Races based on time, the race time is deemed to have started when the cars crossed the start line on the first aborted start lap.

8.5 Handicap Race Grid Starts: The start procedure is as follows;

- (1) At the completion of the Formation Lap vehicles shall form up in their allocated handicap group. Any vehicles due to start close to or more than a lap after the first vehicle(s) has started must form up in allocated single file order at pit lane exit.
- (2) The vehicles shall remain stationary until the start signal for their group is given.

- (3) Any vehicle not stationary when the signal to start is given will be adjudged to have made a false start.

8.6 Starts from Pit Exit: Any vehicle missing the release from the Assembly Area shall be deemed to be late and may be required to start from the pit exit with the approval of the Clerk of the Course or their assistant. The vehicle may be moved to the pit exit only with the Driver in position. The signal to join the Race will be given by the illumination of the green light (or waving of a green flag).

- (1) **Where the pit exit is after the start line:** The signal to join the Race shall be given when the whole field has passed the pit exit on the first racing lap.
- (2) **Where the pit exit is before the start line:** The signal to join the Race shall be given at the discretion of the Clerk of the Course soon after the field has been started.

8.7 Multi Part Events: To be eligible to start in the second or subsequent part of a multi part Event, a Driver (in that vehicle) must have participated in each of the preceding part(s), unless otherwise stated.

9. STOPPING THE PRACTICE OR QUALIFYING, SUSPENDING THE RACE AND RESTARTS:

9.1 Stopping the Practice or Qualifying, or Suspending the Race:

- (1) Should it become necessary to stop the Practice or Qualifying, or suspend the Race because the Circuit is blocked by an accident or because weather or other conditions make it too hazardous to continue, the Clerk of the Course shall:
 - (a) order a red light to be shown at the start line and all light points, or
 - (b) if a flag system is employed, display a red flag at every flag point.
- (2) The decision to stop the Practice or Qualifying or suspend the Race can only be taken by the Clerk of the Course (or in their unavoidable absence, their assistant).
- (3) When the signal is given to stop, then;
 - (a) During Practice and Qualifying, all vehicles shall immediately reduce speed without overtaking and proceed slowly back to Pit Lane. If it is impossible in the opinion of the Clerk of the Course to restart the session then the session shall be declared finished and all vehicles shall return to their respective Pit or Paddock Area.
 - (b) During a Race;
 - (i) all vehicles shall immediately reduce speed significantly, and are to proceed to the Red Flag Control Line. Remain in single file, no overtaking and move to the inside of the Circuit.

Note: *stopping at the Red Flag Control Line must be done in such a manner as not to cause a collision with any vehicle. If necessary a further lap is to be undertaken. The officials will ensure all vehicles are in the correct order, and the race leader is at the front for the recommencement of the Race.*

- (ii) No intervention of any nature is authorised unless the Clerk of Course directs otherwise.
- (iii) It may be necessary to move some vehicles around the Circuit so that the race leader is in the front of the line when the Race recommences (this is necessary to ensure correct lap counts are maintained).
- (iv) Vehicles may enter directly or be removed from the Circuit to Pit Lane and be worked on.
- (v) Pit exit is closed. Any vehicles in the Pits at the time the red flag or light(s) are displayed, or which subsequently enter Pit Lane may rejoin the Race as provided for in Article 9.2(2).
- (vi) At this point racing becomes suspended and the scheduled race or time distance will be completed from any subsequent restart.

9.2 Restarting the Practice, Qualifying or the Race:

- (1) **Restarting Practice or Qualifying:** When the Clerk of the Course determines that circuit conditions are suitable for the session to recommence:
 - (a) Unless specified in the Supplementary Regulations or applicable Accredited Series articles, the Clerk of the Course shall have sole discretion to continue the session.
 - (b) Vehicles will be released onto the Circuit from the pit exit.
 - (c) If any Driver is deemed to have caused any Qualifying session to be stopped (red flag) then that Competitor will be moved back three (3) grid positions for their next Race.

In the event of more than one (1) Driver given a penalty under this clause, then the effect shall be that each Driver moves back three (3) grid positions regardless of the order the stoppages occurred.
- (2) **Restarting the Race:** When the Clerk of the Course determines that circuit conditions are suitable for the Race to recommence, then the following conditions will apply to Races which have been suspended prior to their scheduled completion;
 - (a) If less than one (1) lap has been completed by the leader; then
 - (i) the original Start shall be deemed null and void and there will be a completely new Start.
 - (ii) the length of the restarted Race will be the full scheduled race distance.
 - (iii) the Drivers who are eligible to take part in the Race shall be eligible for the restart and must do so in their original vehicle.

- (b)** Where the leader has completed more than one (1) lap but less than 75% of the scheduled distance or time; then
 - (i)** any Driver that qualified for the Race may take the recommencement in their original vehicle. This includes Drivers that may not yet have taken any part in the Race. They may start but will be a number of laps in arrears.
 - (ii)** the field will be formed on the grid in single file in the order of the last completed lap by the race leader immediately preceding the showing of the red flag (the race leader will be at the front of the field, provided that if the leader has pitted then the next highest placed driver will be at the front of the field).
 - (1)** Should the Driver that caused the Race to be suspended be able to resume in the Race then they are placed at the rear of the grid. (It may be necessary to send cars around the Circuit to the back of the queue to ensure the leader is at the front – this will ensure that correct laps are maintained).
 - (iii)** the field will be released behind the Safety Car for at least one (1) lap and procedures prescribed in Article 10 (Safety Car Operation) shall apply;
 - (iv)** any vehicle(s) at pit lane exit may rejoin the field as last vehicle(s) once the Safety Car and the field passes, and the pit exit has opened.
 - (v)** the distance or time of the restarted Race will be that required to complete the scheduled distance or time.
- (3)** Where the leader has completed 75% of the scheduled distance then the Race may be concluded at the sole discretion of the Clerk of the Course and there will be no restart.
- (4)** If the Race is a time duration, then the Clerk of the Course may determine the remaining time duration should a Race be suspended once one (1) lap has been completed.
- (5)** If it is impossible, in the opinion of the Clerk of the Course, to restart the Race then:
 - (a)** the Clerk of the Course shall declare the Race at the number of laps completed by the leader prior to the red flag or light(s) being displayed.
 - (b)** If the leader did not complete the first lap, the Event shall be abandoned without a result.
 - (c)** Should a Race not recommence then any Driver who is deemed to have caused the stoppage will not feature in the race result.

10. SAFETY CAR OPERATION:

10.1 Number of Safety Cars: There will be one (1) Safety Car in operation at a time.

10.2 Safety Car Deployment:

- (1) When the Clerk of the Course gives the order, all flag points will display flashing yellow light(s) and an illuminated “SC” light, or stationary yellow flags and a “SC” board, which shall be maintained until the Safety Car’s intervention is over.
- (2) The Clerk of the Course will instruct the Safety Car with its flashing lights on to join the Circuit regardless of where the race leader is.
- (3) All the competing vehicles will line up in single file without any degree of Overlapping behind the Safety Car. All vehicles shall maintain the same speed as the Safety Car while in the convoy and the same speed as the vehicle in front. All Drivers shall maintain a maximum distance of three (3) vehicle lengths from the vehicle in front. The Clerk of the Course may impose a penalty upon any Driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this regulation; and should a Driver breach this regulation for the benefit of another, both may be penalised. Overtaking is forbidden, unless a vehicle is signalled to do so from the Safety Car.
- (4) When ordered to do so by the Clerk of the Course, the Safety Car will signal past (using either a green light or other signals) any vehicles between the Safety Car and the race leader. These vehicles will continue at reduced speed particularly through any hazard zone(s) and without overtaking until they reach the line of vehicles behind the Safety Car.
 - (i) **For endurance Races;** once the Safety Car is positioned in front of the highest placed vehicle on the Circuit at that time, no further repositioning of vehicles shall occur. If that highest placed vehicle on the Circuit subsequently pits, the remaining vehicles shall continue in the order that they are lined up behind the Safety Car.
- (5) For Events employing flag signalling only, each time the Safety Car passes a flag point, the yellow flag will be waved continuously while the Safety Car and the vehicles following it remain in the section between this point and the next point.
- (6) The Safety Car shall be used until the majority of the field are lined up behind it.
- (7) Under certain circumstances the Clerk of the Course may ask the Safety Car to use Pit Lane. In these cases, and providing its yellow lights remain illuminated, all vehicles must follow it into Pit Lane without overtaking. Any vehicle entering the Pit Lane under these circumstances may stop at its designated pit area.
- (8) While the Safety Car is in operation, competing vehicles may stop at their pit, but may not rejoin the Circuit while the Safety Car and the line of vehicles following it are passing the pit-exit. A vehicle rejoining the Circuit will proceed at reduced speed until it reaches the end of the line of vehicles behind the Safety Car.

10.3 End of Safety Car Deployment:

- (1)** When the Clerk of the Course decides to call in the Safety Car:
 - (a)** The Safety Car will turn off its flashing lights, accelerate away from the field and return to Pit Lane.
 - (b)** The lead vehicle will maintain the speed set by the Safety Car prior to it turning off its flashing lights until the signal to restart is given.
 - (c)** All weaving must stop and no erratic acceleration or braking, or any other manoeuvre likely to impede other Competitors is permitted.
 - (d)** Drivers must maintain a single file behind the lead vehicle.
- (2)** The Race will recommence when the signal to restart (green light or flag) is displayed.
 - (a)** When the signal to restart is given:
 - (i)** All flag points will immediately extinguish the light(s) of the signal light system and/or withdraw their yellow flag and "SC" board.
 - (ii)** Drivers must maintain single file, line astern until their vehicle has crossed the Safety Car Control Line.
 - (iii)** Once their vehicle has crossed the Safety Car Control Line, overtaking is permitted.

10.4 If the Race ends while the Safety Car is deployed the vehicles will take the chequered flag without overtaking.

10.5 Each lap covered while the Safety Car is deployed will be counted as a race lap.

11. DETERMINATION OF THE FINISH:

11.1 The finish signal will determine the conclusion of a Race.

- (1)** In the case of a Race over a set distance, the winner shall be the Competitor who covers the distance in the least time and the end of race signal will be displayed when the first Competitor completes the set distance.
- (2)** In the case of a Race for a set time, the winner will be the Competitor who covers the greatest distance in that time, and the end of race signal will be displayed to the leading vehicle.

11.2 Should the end of the race signal be inadvertently or otherwise be displayed before the leading vehicle completes the scheduled number of laps – or before the prescribed race time has been completed – the Race will nevertheless be deemed to end at the moment the signal is given. Should the end of race signal be inadvertently delayed, the Race will nevertheless be deemed to finish at the correct moment and the Competitors will be classified accordingly.

11.3 To be classified as a finisher, a vehicle must cross the finishing line under its own power within the four (4) minutes immediately after the signalling of the finish of the Race and have covered at least 75% of the distance achieved by the appropriate class winner.

11.4 After receiving the end of Practice, Qualifying or Race signal, vehicles will maintain position and proceed at a reduced speed to re-enter the Pits at the pit entry lane provided.

Organisers may advise of alternate requirements in the Supplementary Regulations.

11.5 **Dead Heats:** For any classification, dead heats will result in points gained or awards being shared equally.

Thus, if third and fourth places cannot be separated, their points or awards are added together and divided by two, and these Competitors declared equal third. The next Competitor in the classification is declared to be fifth.

11.6 **Ties in Championships, Cups, Trophies or Series:** Unless the approved articles provide otherwise, the classification in a Championship or Accredited Series which has resulted in a tie, will be determined by taking into account, first, the number of first placings obtained and progressing down the finishing positions in all the Events counting for the Championship or Accredited Series until the tie is broken.

If an equal result is still obtained, MotorSport NZ shall, after taking into account such consideration as they deem to be desirable and/or convenient, either declare a winner OR declare two (2) or more drivers (as may be appropriate) to be equal winners of the Championship or Accredited Series.

11.7 **Provisional Results:** In accordance with the National Sporting Code, the provisional results will be posted as soon as possible after each Race and in the absence of any inquiries, protests or pending technical inspections will become final after thirty (30) minutes.

12. PIT REGULATIONS:

Note: *For Endurance Events involving refuelling, possible Driver changes and work on vehicles, the Championship or Accredited Series articles, or the Supplementary Regulations may amend and amplify these requirements.*

12.1 Pit Lane and Signalling Bay:

- (1) Smoking:** Smoking, electronic cigarettes or any naked flame (including welding and metal grinding equipment) is prohibited in the Pit Lane area and on the pit aprons at any time.
- (2) Clothing and footwear:** All team personnel are required to wear closed footwear and it is recommended that clothing which at least provides limited protection from fire (e.g. cotton, wool based or fire retardant material) is worn.
- (3) Minimum age:** Children under 14 years of age except Competitors are not permitted in these areas.

- (4) **Signalling:** Up to three (3) team members from each vehicle taking part in Practice, Qualifying or Race will be permitted in the Signalling Bay, unless the Supplementary Regulations specify otherwise.
- (5) **Vehicle servicing limitations:** Service crew may only service or carry out repairs on competing vehicles in the designated Working Lane of the Pit Lane or in the Paddock.
- (6) **Competing vehicle movement:** No competing vehicle shall be driven in the reverse direction in the Pit Lane except for the minimum distance to remove it from an unexpected situation and then only under official supervision.
- (7) No Competitor, service crew or team members may cross onto the Circuit under any circumstances (including Race Starts/stops or incidents) without the express permission of the Clerk of the Course.

12.2 Evacuation of Signalling Bay during Races: Once the vehicles have formed on the grid and prior to the start sequence commencing, the Signalling Bay must be kept completely free of people with the exception of properly authorised officials.

12.3 Entry to Pit Lane:

- (1) The deceleration zone from the circuit exit point to the speed restriction line in the pit entry lane is deemed to be part of the pit area.
- (2) During Practice, Qualifying and Races, vehicle access to the Pits is only permitted through the deceleration zone without crossing in any direction the line defining the deceleration zone from the Circuit.
- (3) Any Driver intending to enter the Pit Lane shall signal their intention in good time and shall ensure that it is safe to do so.

12.4 Exit from Pit Lane:

- (1) The acceleration zone from the speed de-restriction line in the pit exit lane to the circuit entry point is deemed to be part of the Pit Lane.

Important Note: *A vehicle exiting the Pit Lane during Practice, Qualifying or a Race should use the distance provided by the acceleration zone to attain at least 70% of the speed normally attained by vehicles racing on the Circuit at the pit exit/circuit merge point.*

- (2) The line painted on the Circuit at the pit exit provides a separation zone for vehicles leaving the Pit Lane through the acceleration zone from those vehicles on the Circuit at the merge point. Vehicles leaving the Pit Lane shall not cross the painted line.
- (3) **During Practice and Qualifying:** There will be green or red signal lights at the pit exit. Vehicles may only leave the Pit Lane on the green signal.
- (4) **During Races:** An illuminated blue light(s) or Blue flag held stationary shall be used to warn the vehicle exiting Pit Lane that vehicles on the Circuit are approaching the pit exit/circuit merge point. Drivers leaving the Pit Lane will do

so on their own responsibility.

Note: *If starting a Race from the Pit Lane refer to Article 8.6 of this Schedule.*

13. CIRCUIT REGULATIONS:

13.1 Speed restrictions:

- (1) On the Circuit or in the deceleration or acceleration zones of the pit entry or exit lane no speed restrictions apply.
- (2) The Fast Lane commences at the white line painted across the deceleration zone (a sign denoting the speed limit will be displayed adjacent to this point) and terminates at the white line painted across the acceleration zone (a sign being the international symbol of a white disc with a black diagonal will be displayed adjacent to this point).
- (3) While in the Fast Lane, vehicles shall not exceed 40km/h.
- (4) In all other areas of the venue no competing vehicle shall be driven at a speed exceeding 15km/h or be driven by any person younger than 14 years of age and who must hold a drivers licence, either competition or civil.

13.2 Circuit Limits:

- (1) Drivers must use the Circuit at all times. For the avoidance of doubt, the white lines defining the Circuit edges are considered to be part of the Circuit, but the kerbs are not.
- (2) A Driver will be judged to have left the Circuit if:
 - (i) all four (4) tyres of the vehicle are outside the white lines defining the Circuit edges, or
 - (ii) if any one (1) tyre entirely exceeds the outer edge of any kerb.

Should a vehicle leave the Circuit the Driver may re-join, however this may only be done when it is safe to do so and without gaining an advantage or interfering with any other Competitor.

A Driver may not deliberately leave the Circuit without justifiable reason.

- (3) If by leaving the Circuit or taking a shortcut from the Circuit a Competitor gains an advantage by overtaking one (1) or more Competitors, that Competitor must redress the advantage gained by allowing that one (1) or more Competitors to repass within one(1) lap of the point of the incident.

- 13.3** Should a Driver be compelled to stop the vehicle, either involuntarily or for any other reason, the vehicle shall be moved off the Circuit as soon as practical so that its presence does not constitute a danger. Once the vehicle has stopped at, or has been recovered to, a safer position, then;

- (1) If the vehicle is unable to rejoin the Race, the Driver should remain in the vehicle until directed by the marshals to evacuate to a place of safety, (ensuring that any removeable steering wheel is replaced prior to leaving the vehicle), or
 - (2) If the vehicle is able to rejoin the Race without any external help (other than the first intervention marshals) and without committing any breach of the regulations and without gaining an advantage from the preceding movement of the vehicle to a safer place, the Driver will not be excluded from the Race.
- 13.4** No vehicle able to proceed under its own power shall be stopped either on the Circuit or the verges of the Circuit, but shall proceed to the Pit Lane or Paddock.
- 13.5** No competing vehicle shall be driven in the reverse direction except for the minimum distance to remove it from an unexpected situation.
- 13.6** The pushing of a vehicle by the Driver or by another competing vehicle along the Circuit or pushing it across the finishing line is not allowed and will entail exclusion of the vehicle or vehicles concerned.
- 13.7** All Races will be run in the direction specified on the circuit licence.
- 13.8** The finish line shall be marked across the Circuit and is deemed also to cross the Fast Lane at a point immediately in line with the line across the Circuit.
- 13.9** **Wet Weather conditions:**
- (1) The Clerk of the Course may, at an appropriate time, announce that due to the circuit surface being wet or slippery that slick tyres are not to be used until further notice.
 - (2) For the duration of this announcement a “Rain Lights on” board will be displayed at the start line.
 - (3) The vehicle’s rain light(s) shall be illuminated while on the Circuit throughout this period and/or (for those vehicles that use slick tyres on dry surfaces) whenever the vehicle is running on wet or intermediate tyres.
 - (4) In exceptionally wet circumstances (as determined by the Clerk of the Course) a Race may be started in grid order in single file behind the Safety Car.

In this case, at any time before the vehicles are released for the race start the Safety Car will be stationed on the Circuit approximately 50 metres in front of the start line and its flashing yellow lights will be illuminated.

This is the signal to the Drivers that the Race will be started behind the Safety Car. A “Safety Car” board displayed by the starter may supplement this signal.

When the starter gives the signal to start the Safety Car will leave with all vehicles following in single file order, no more than five (5) vehicle lengths apart.

Overtaking may occur during this lap but only to re-establish the original grid order.

When the conditions allow the Safety Car will extinguish its flashing lights, this will be the signal that it will be entering the Pit Lane on that lap, racing will commence in accordance with Article 10.3 of this Schedule.

Every lap behind the Safety Car will be counted as a lap of the Race.

13.10 Drive Through Penalties: The Clerk of the Course may impose a Drive Through Penalty in the following manner;

- (1) The Clerk of the Course shall notify the Driver by means of a black flag displayed with the vehicle's competition number in white on a black signalling board that includes the words 'Drive Through Penalty'.
- (2) After being given notification of the penalty, the Driver must, within one (1) lap, proceed to drive through the Pit Lane without breach of the maximum pit lane speed and without stopping at their pit. If the notification of a Drive Through Penalty occurs in the final three (3) laps of a Race the Driver may not be able to proceed through Pit Lane to take the penalty. In this case the Clerk of the Course shall impose a thirty (30) second time, to be added to the Driver's race time.
- (3) No 'Drive Through Penalty' may be commenced while the "SC" safety car board is displayed at the flag point located immediately before the start of the pit entry road. Should this board deployment prevent the penalty from being taken during the remaining racing distance then the Clerk of the Course shall impose a thirty (30) second time penalty, to be added to the Driver's race time.

13.11 Notification of Time Penalties:

- (1) Time penalties imposed as a result of Judge of Fact decisions (e.g. false start) shall be notified to the whole field by the display, at the start line, of the black and white rectangular flag split diagonally and displayed with the Competitor's competition number in white on a black signalling board that includes the words "Time Penalty" and advised in writing to the Competitor after the completion of the Race.
- (2) Other time penalties authorised in the National Sporting Code, its Appendices and Schedules shall be advised in writing to the Competitor.
- (3) Failure to give the notification referred to herein shall nevertheless not expunge such time penalty.

13.12 Windscreens: Should a windscreen be broken during an Event or Meeting approval must be given by the Clerk of the Course for the vehicle to continue to run if a replacement cannot be sourced.

13.13 Electronic timing:

- (1) Organisers may require Competitors to mount transponders to their vehicles for the purpose of providing lap times during all Practice, Qualifying and Race sessions. Unless otherwise stated in Championship or Accredited Series articles or technical regulations the following shall apply.

- (a) Competitors may provide their own or these may be leased to Competitors for the duration of the Meeting or Event and it will be the Competitor's responsibility to mount the transponder and its associated bracket(s) using sound engineering practices.
 - (b) Unless otherwise stated the transponder shall be mounted securely in accordance with Schedule A, Part One, Article 4.3.
- (2) Competitors using their own electronic on board timing systems shall not:
- (a) Place electronic timing system receivers within ten (10) metres of the official start, finish or any other official timing lines at any Meeting or Event, or
 - (b) Place them in front of or immediately on top of the pit wall or first line of a protection wall.

14. OFFICIAL SIGNALS:

14.1 Official signals will be conveyed to Drivers by the use of a MotorSport NZ approved signal light system and/or flags;

14.2 Starting procedures are outlined in Article 8.

14.3 Signals used at flag points around the circuit are:

(1) Red light:

During Practice and Qualifying: Flashing red lights signal that the session has been stopped. Slow down ensuring any following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.

During the Race: Flashing red lights signal the Race has been suspended. All vehicles shall immediately reduce speed significantly and are to proceed to the Red Flag Control Line. Remain in single file, no overtaking and move to the inside of the Circuit. Be prepared to stop if required.

Note: *A waved red flag may be used as a substitute for lights and shall have the same meaning.*

(2) Yellow light:

At all times:

(a) Yellow light(s) divided into two (2) equal segments both flashing together: Reduce speed. Do not overtake. There is a hazard on or in close proximity to the Circuit.

Note: *A single waved yellow flag shall have the same meaning.*

(b) Yellow light(s) divided into two (2) equal segments each alternately flashing: Reduce speed. Do not overtake. Be prepared to stop. There is a major hazard on or in close proximity to the Circuit.

Note: *Double waved yellow flags shall have the same meaning.*

- (c) The yellow light and/or flag(s) will be shown at the flag point preceding the hazard.

Note: *Where a visibility problem exists (e.g. blind corner) the Clerk of the Course or their assistant(s) may authorize an additional waved yellow signal to be displayed at the post previous to the flag point concerned.*

- (d) The no overtaking zone shall begin at the zone markers prior to the first flag post displaying the flashing yellow light(s) and cease when the incident is passed, there is a clear track and a flashing green light or waved green flag is visible to the driver at the next flag point.
- (e) During all yellow flag conditions the Clerk of the Course or their assistant(s) may assess lap times to ensure a Competitor has reduced speed. At no stage while a yellow signal condition is in place will it be deemed acceptable for a Competitor to have posted a lap time equalling or improving on a time set by the same Competitor under normal racing conditions.
- (f) Should a Driver inadvertently overtake within a no overtaking zone they are to redress the pass as soon as practicable and within one (1) lap.

- (3) **A flashing yellow and red striped light:** Displayed to warn of debris or deterioration of adhesion that is imminent.

Note: *A yellow flag with red stripes shall have the same meaning. Double waved flags to warn that serious debris or deterioration of adhesion is imminent.*

- (4) **Blue light:**

During Practice and Qualifying: A flashing blue light signals a significantly faster vehicle is catching and may overtake you.

During the Race: A flashing blue light signals a significantly faster vehicle is about to lap you. Let the other vehicle through as soon as practicable.

When exiting the pits during a Race only: Displayed to a Driver exiting Pit Lane; it informs that vehicles on the Circuit are approaching the pit exit/circuit merge point.

Note: A waved blue flag shall have the same meaning.

- (5) **Green light:**

At all times: A flashing green light signals the all clear at the end of the danger area marked by yellow signals.

Optional Use: (By order of the Clerk of the Course) To start Formation Lap or start a Practice or Qualifying session.

Note: *A waved green flag shall have the same meaning.*

(6) White light:

At all times: A flashing white light warns you that you are catching a much slower vehicle that may seriously obstruct you.

Note: A waved white flag shall have the same meaning.

(7) 'Safety Car' Light:

An illuminated light displaying the letters 'S C' shall have the same meaning as the Safety Car board.

14.4 Signals used at the start/finish line are:

(1) Black signal displayed with white number on black signalling board:

During the Race: You must stop at your pit within one (1) lap of receiving the signal and report to the Clerk of the Course.

(2) Black and white rectangular signal split diagonally and displayed with a white number on black signalling board that includes the words 'Time Penalty':

During the Race: Signifies to the Competitor that a Judge of Fact time penalty has been applied. The display of this signal does not necessitate a return to the Pits.

(3) Black and white rectangular signal split diagonally and displayed with a white number on a black signalling board:

During the Race: A warning that your unsportsmanlike driving behaviour has been reported to the Clerk of the Course. Any further reports will result in a black signal.

(4) Black signal with orange disc displayed with white number on a black signalling board: Warning of apparent mechanical failure, or of a fire (which might not be obvious to you), or failure to have rain light illuminated. You must call in at your pit on the next lap.

(5) Black signal and displayed with white number on black signalling board that includes the words 'Drive Through Penalty':

During the Race: Within one (1) lap, you shall proceed to drive through the Pit Lane without breach of the maximum pit lane speed and without stopping at your pit (refer also to Article 13.10 of this Schedule).

(6) 'Last Lap' Board:

Displayed at finish line to signify that the vehicles are starting the last lap of a Race. Failure to display does not affect the scheduled race distance.

(7) 'Rain Lights On' Board:

Signifies that rain lights must be illuminated.

(8) Black and white chequered signal:

Waved to signal the finish of Practice, Qualifying or Race.

14.5 Truck Race Signals:

- (1) **Approved Signal Light System:** An approved signal light system may be utilised. If used, only the flag point immediately adjacent to the start/finish line shall be manned.
- (2) **Flag signals:** Unless otherwise described in the Supplementary Regulations the only flag point manned during truck Races or Practice sessions shall be the post immediately adjacent to the start/finish line.

15. CODE OF DRIVING CONDUCT:

Note: *This section shall be read in conjunction with the Code of Driving Conduct Guidelines issued from time to time by MotorSport NZ.*

- 15.1 A Driver shall, at all times, drive in a manner compatible with general safety and any penalty incurred shall not prevent any further action in respect of careless or dangerous driving.
- 15.2 **Overtaking:** The onus is primarily on the overtaking Driver to do this safely.
- 15.3 Any occurrence or series of occurrences involving one (1) or more Drivers, or any actions by any Driver, which is considered to have had a negative effect on any Competitor or Competitors is not permitted and will be penalised.

These occurrences, may result in or from, but not limited to:

- Causing a collision;
- Forcing a Driver off the Circuit;
- Impeding another Driver during overtaking;
- Causing an avoidable accident;
- Changing line to block another Competitor more than once on a straight.

- 15.4 For the duration of the Meeting the competing vehicle, if used outside the confines of the venue, shall be operated in compliance with the traffic regulations and at all times in a manner deemed not to prejudice the interests of motor sport.

16. FUELS AND REFUELLING:

Note: *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website*

- 16.1 For Appendix Six Schedule K vehicles that use alcohol based fuels, refer to Appendix Six Schedule AA Article 3.9 for fuel requirement details. All other vehicles refer to Appendix Two Schedule A Article 3.9.
- 16.2 Refuelling of competition vehicles may only be carried out:
 - (1) **During Practice:** in the pit garages or Paddock area.
 - (2) **During Qualifying or Races:**
 - (a) Where refuelling is necessary all refuelling will be carried out either in the refuelling bay provided or in the Pit Lane under conditions specified in the Supplementary Regulations.

(b) Unless otherwise specified in the Supplementary Regulations, no fuel will be allowed in Pit Lane.

(3) The organisers reserve the right to inspect and if necessary, approve refuelling equipment prior to it being used

17. UNSUITABLE DRIVERS AND VEHICLES:

17.1 The Clerk of the Course reserves the right to exclude either before or during the Meeting any vehicle or Driver which is considered to be unsuitable or unsafe.

18. INJURIES:

18.1 Where a vehicle has been impounded by Technical Officer(s) or the Chief Scrutineer due to accident damage, or if required by the Clerk of the Course, the Driver of an accident damaged vehicle shall be required to obtain a medical clearance from the appointed medical officials before competing further.

18.2 Should a Driver be declared as “stood down from competition” following an accident, they must surrender their competition licence immediately. Prior to resuming competition, medical clearance to compete must be obtained in accordance with Schedule L, Article 2.5 (1).

19. INQUIRIES:

19.1 Inquiries into any part of Practice, Qualifying, or Race may be lodged with the Clerk of the Course on the race inquiry form within thirty (30) minutes after the completion of the session concerned.

19.2 It is the responsibility of the Clerk of the Course or their assistant to give a written reply to the inquiry form as a matter of urgency.

19.3 A Competitor will have the right to protest the written reply to the inquiry.

20. PROTESTS:

20.1 Any protests shall be made in accordance with Part IX of the National Sporting Code.

21. JUDGES:

21.1 **Judges:** Judges may be appointed in accordance with Part VII the National Sporting Code.

22. DRIVING STANDARD OBSERVERS:

22.1 **Driving Standard Observers:** Driving Standards Observer(s) may be appointed to report on driving standards as outlined in Article 15 of this Schedule.

23. GENERAL:

23.1 **Compliance:** Entrants are reminded that they are responsible for any of their Drivers or team personnel. Any non-compliance with the requirements of the National Sporting

Code, these Standing Regulations, and any Supplementary Regulations may result in the Entrant or Driver being penalised.

- 23.2 Prohibited Area:** Only such persons and vehicles as may be in the opinion of the organisers, necessary or essential for the conduct of the Meeting shall be permitted in areas other than those defined areas for spectators or Competitors.
- 23.3 Circuit Advertising:** The placement of all advertising banners, signage or hoardings not approved under the circuit's safety plan shall be subject to the approval of the Clerk of the Course and Stewards and should be in place prior to Practice.
- 23.4 Lap Record:** The official lap record for each class, at each circuit, shall be set during a Race and not in Practice or Qualifying. When a Driver is disqualified, the lap time (record lap) is disqualified also.
- 24. MEETING RIDES:** Meeting ride sessions may be arranged at Meetings and shall be run in accordance with the MotorSport NZ policy specific to meeting rides as issued from time to time.

SUMMARY OF SCHEDULE Z CHANGES

To coincide with the republication of Schedule Z (Standing Regulations applicable to all Races), we have provided a summary of the changes. This will assist officials and competitors alike to become familiar with the updates.

Note: Although Schedule Z will be republished on 1 May 2023, the implementation of these changes will not take effect until **12 June 2023**.

ARTICLE NUMBER	SUMMARY OF CHANGE	
Structure & Article Numbering There are some significant changes to the Article and Names from which the Clerk of the Courses are currently familiar with. This has been done to now allow the structure of the schedule to follow the sequence of events to align with the organisation and operation of a race event.		
From Articles 1 through 8, the article numbers and headings will remain the same.		
Article Number	Previous Article Heading	New Article Heading
Article 9	Pit Regulations	Stopping Practice and Qualifying, Suspending the Race and Restarts
Article 10	Circuit Regulations	Safety Car Operation
Article 11	Official Signals	Determination of the Finish
Article 12	Code of Driving Conduct	Pit Regulations
Article 13	Stopping the Practice, Suspending the Race and Restarts	Circuit Regulations
Article 14	Safety Car Operation	Official Signals
Article 15	Determination of the Finish	Code of Driving Conduct
From Article 16 (Fuels and Refuelling), the same article numbers and headings will continue.		

ARTICLE NUMBER	SUMMARY OF CHANGE
Article 1 - Interpretations	<p>Changed “Definitions” to “Interpretations” to align terminology with other Schedules within the National Sporting Code.</p> <p>Addition of the following interpretations:</p> <ul style="list-style-type: none"> - DNF - DNS - DQ or DSQ - Formation Lap - Drive Through Penalty - Positioning Lap - Race - Red Flag Control Line - Safety Car - Safety Car Control Line - Qualifying <p>Removal of the following interpretations:</p> <ul style="list-style-type: none"> - Dummy Grid (due to duplication of Assembly Area interpretations) - Qualifying Practice (now covered under “Qualifying” interpretations) - Non Qualifying Practice (now covered under “Qualifying” interpretations) - Servicing (no longer relevant) <p>Change of the following interpretations:</p> <ul style="list-style-type: none"> - Practice Start interpretations changed (removal of losing traction as a Practice Start can still be deemed a Practice Start without losing traction)
2. ADMINISTRATION	
2.1 - Jurisdiction	<p>Previous ‘Event Status’ now known as ‘Event Categories’.</p> <p>Clearer definition of what is an International and National Race Meeting and categorised as “Event Status”.</p> <p>“Premier Championship Race” removed as is covered under “Championship Race”.</p> <p>Endurance Race now defined as being over 60 minutes (previously 30 minutes).</p>
2.2 - Supplementary Regulations	<p>Clarifies further detail of what’s required in Supplementary Regulations Part One and Part Two. Removes the need for the proposed race programme to be included within the Supplementary Regulations.</p>
	<p>Clarifies that entries to the Meeting can only open after the Supplementary Regulations have been approved and published.</p>

ARTICLE NUMBER	SUMMARY OF CHANGE
2.3 – Competition Licence Requirements	Competitor Licence detail removed and replaced with reference to Schedule L – Licences (to remove duplication across various Schedules of the National Sporting Code)
2.4 – Advertising on vehicles	No longer a general provision relating to forfeiting of points.
2.5 – Official Notice Boards	Includes provision for Official Notice Boards to be specified in the Supplementary Regulations (including the use of digital noticeboards).
Removed article	Official Time of Day requirement removed as no longer relevant with advancement of technology.
3. ENTRIES	
3.3 – Cancellation of Race	Removal of the (10)ten-entry provision. This may now be provided in the Supplementary Regulations at Organiser’s discretion.
3.4 – Change of Driver or Vehicle	Previously allowable with the consent of the Organiser. Amended to be at the consent of the Clerk of the Course (or if Accredited or Championship Series, in consultation with the organiser of the Series).
3.7 – Refund of Entry Fees	Amends the refund criteria at Organiser’s discretion as included in the Supplementary Regulations.
4. SAFETY AUDITS, DOCUMENTATION AND BRIEFINGS	
4.	Previously ‘Scrutineering’, now ‘Safety Audits’ in-line with Schedule A terminology.
4.1 – Competitor Obligations	Addition of requirement to complete Documentation and Safety Audits prior to Practice to increase safety standards (previously was prior to Qualifying).
4.2 – Documentation and 4.3 Safety Audits	Reorder of Documentation and Safety Audits articles to align with Documentation sequence at the Meeting
4.5 – Drivers’ Briefing	<ul style="list-style-type: none"> - A written drivers briefing is now a requirement and may be supplemented by a verbal briefing. - Addition of method of checking attendance at any verbal drivers briefing. - Amended to include Safety Car procedures due to rule change.
4.6 – New Competitors Briefing	<ul style="list-style-type: none"> - Amended to be run in accordance with the New Competitor Briefing document.

ARTICLE NUMBER	SUMMARY OF CHANGE
5. PRACTICE AND QUALIFYING	
5.	Amended to include Qualifying as it was not previously referenced.
5.1 – Practice Times	Amended to read that session times will be advised in the event schedule (rather than in the Supplementary Regulations as per previous rule).
5.2 – Practice	Previously read ‘Compulsory Practice’, now amended to read ‘Practice’, and provisions also tidied up.
5.4 – Qualifying	New section on Qualifying included.
6. STARTING POSITIONS	
6.1 & 6.2	<p>Starting Positions reformatted for easier reading.</p> <ul style="list-style-type: none"> - Identifies the primary method of determining starting positions as lap times achieved in Practice, Qualifying, and/or in previous races, fastest vehicles being to the front. - Lists other options available, provided they are included in the Supplementary Regulations, or Accredited Series or Championship Series Articles.
6.5	Addition of Article specific to change of driver or vehicle as its own point.
6.6 – Reverse Grids	New provision added that if a Competitor receives a penalty that will give a positive effect for a reverse grid, the penalty will be disregarded for the purpose of grid positioning. Previously only in Accredited or Championship Articles, however is relevant to all race classes.
7. ASSEMBLY	
7.	Deletion of “warm up” from the heading to align terminology.
7.1	Amended to reference Assembly Area rather than Dummy Grid, to align terminology.
Removed article	Removal of requirement to provide a signal to start engines.
7.3	Addition of weather or circuit conditions as a reason for an additional lap prior to the start.
7.4	Pit exit closure time amended to one minute (previously 30 seconds) to allow for a more realistic time frame.

ARTICLE NUMBER	SUMMARY OF CHANGE
8. STARTS	
8.1 – Standing Starts	Intention to Start wording simplified and Starts by Lights reworded for clarity.
8.3 – Rolling Starts	Addition of specified speed by the vehicle on pole position
8.5 – Handicap Starts	Removal of ability to provide for a different starting method in the Supplementary Regulations to align start procedures across all classes.
9. STOPPING THE PRACTICE OR QUALIFYING, SUSPENDING THE RACE AND RESTARTS	
9.	Amended heading to include Practice
9.2 – Restarting the Practice, Qualifying or the Race	Reformatted to make this section easier to read and digest.
12. PIT REGULATIONS	
12.2	Removes the requirement for officials wearing appropriate passes in-line with current day practice.
12.4	Clarified to state “Exit from Pit Lane” rather than “Exit from Pits”.
13. CIRCUIT REGULATIONS	
Removed article	Detail on location of practice starts removed as covered under Article 7.6.
13.10 (1)	Removal of requirement to notify a Drive Through Penalty within 3 laps to remove.
13.10 (2)	Penalty amended from 50 seconds down to 30 seconds for when the penalty cannot be taken during the remaining race distance.
13.12	Section on windscreens less prescriptive and simplified to Clerk of the Course discretion if a replacement cannot be sourced.
13.13	Removal of reference to leasing, and removal to details of fitment as this is provided for under Schedule A.

ARTICLE NUMBER	SUMMARY OF CHANGE
14. OFFICIAL SIGNALS	
14.	Entire section revamped to provide for approved light systems as the primary method for official signals, with flags secondary and for back up.(now that approved light systems have been installed nationwide)
15. CODE OF DRIVING CONDUCT	
Note:	Note added to advise that this article must be read in conjunction with the Code of Driving Conduct Guidelines document.
15.1	Clause around a driver driving in a manner compatible with general safety included here (previously was 10.9 under Circuit Regulations).
15.2	Addition of rule to advise that the onus is primarily on the overtaking driver to do this safely.
15.3	Removal of first two bullet points (stopping Practice, Qualifying, Race) and causing a false start. Stopping the Practice, Qualifying or Race is now covered under 9.2 and (c) and 9.2 (5) (c).
16. FUELS AND REFUELLING	
16.1	Addition of more detailed wording surrounding different fuels.
18. INJURIES	
18.1	<p>Previous rule states that any driver involved in a collision or accident must obtain a clearance from the Chief Medical Officer and the Clerk of the Course before competing further in the Event.</p> <p>The revised provision is that where a vehicle has been impounded by a Technical Officer or Scrutineer due to accident damage, or if required by the Clerk of the Course, a driver of an accident damaged vehicle shall be required to obtain medical clearance. This brings the requirements from any accident or collision, to a higher impact significant accident.</p> <p>And should a driver be stood down following an accident, they must surrender their competition licence and get clearance to continue to compete.</p>
19. INQUIRIES	
19.1 - 19.3	Article restructured for clarity.

ARTICLE NUMBER	SUMMARY OF CHANGE
22. DRIVING STANDARDS OBSERVERS	
22.1	Reworded to remove the specific mentioning of position around the circuit. New rule still encompasses this as well as other methods of observing driver standards.
23. GENERAL	
23.3	Circuit Advertising reworded to ensure any temporary advertising banners, signage or hoardings are approved by the Clerk of the Course and Stewards.
ADDENDA	
Addenda	Removed from Schedule Z, and to be provided for in a separate educational document utilising pictures and referring back to Schedule Z as appropriate (to remove any duplication in rules).