

# MANUAL AMENDMENT

## 36070

Issue Date: 1 September 2023 | Implementation Date: Immediate

Page 1 of 5

### Manual Amendment 36070

*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 Appendix Four, Schedule Z – Races in Manual 36:

1. Amend Article 1 as stated in the schedule below.
2. Amend Article 4 as stated in the schedule below.
3. Amend Article 8 as stated in the schedule below.
4. Amend Article 9 as stated in the schedule below.
5. Amend Article 12 as stated in the schedule below.

#### 1. Item One:

##### 1. Interpretations:

**“Handicap Start”** means a Race Start where each Competitor’s start time is based on a theoretical calculation, with the object of equalising as far as possible the chances of the competitors all crossing the finish line at the same time; 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) **“Merge Lane”** means the area between the Fast Lane and Working Lane where vehicles will be accelerating or decelerating when moving into or out of lanes and a 15 kph speed limit applies; and

(2) (3) **“Working Lane”** means the lane where any work can be carried out on a competing vehicle while in the Pit Lane: and

(3) (4) **“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

(...)

**“Rolling Start”** means a Race Start when the field is moving in a controlled formation, at the time the start order is given; and

**Reason:** *To provide additional clarification.*

---

**2. Item Two:**

**4. Safety Audits, Documentation and Briefings**

(...)

**4.6 New Competitor’s Briefing:** The organisers are to provide facilities for new Competitors to attend a briefing conducted at the commencement of the Meeting 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.

**Reason:** *To reiterate that a New Competitor’s Briefing must be held at the commencement of the meeting prior to any on-circuit activities taking place.*

---

**3. Item Three:**

**8. Starts**

(...)

**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 only 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.

**Reason:** *Slight rephrase of sentence to ensure clarity.*

---

**4. Item Four:**

**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~~ the Race shall be restarted using the original starting positions and start procedure.
  - (ii) ~~the length of the restarted Race will be the full scheduled race distance~~ shall be that required to complete the scheduled distance or time.
  - (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) (i) 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) (ii) 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) (iii) 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) (iv) 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)~~ (4) 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 found to have caused the stoppage will not feature in the race result.

**Reason:** *To ensure the consistency of race suspensions, irrespective of the race's advancement, and to also provide the Clerk of the Course adequate time to identify if any penalties may need to be applied without the time pressures associated with an immediate race restart.*

---

**5. Item Five:**

**12. Pit Regulations:**

(...)

**12.2 Pit Stops:**

- (1) Except to cross to or from the Working Lane for the minimum distance required to safely enter or exit its Pit Bay, a vehicle must remain wholly in the Fast Lane. Vehicles are not permitted to stop in the Merge Lane.
- (2) A vehicle may not leave its pit bay until the Competitor's safety harness has been fully refastened.
- (3) Vehicles in the fast lane have priority over those leaving the working area. It is the responsibility of Competitors leaving their Pit Bay to do so safely.

~~12.2~~ **12.3 Evacuation of Signalling Bay during Races:**

(...)

~~12.3~~ **12.4 Entry to Pit Lane:**

(...)

~~12.4~~ **12.5 Exit from Pit Lane:**

(...)

**Reason:** *To enhance safety measures relating to pit stops.*

---

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

A handwritten signature in black ink, consisting of a stylized, cursive 'E' followed by a long horizontal line extending to the right.

Elton Goonan  
Chief Executive Officer  
MotorSport New Zealand