

## 2021 Race Championship Series

### Pirelli Porsche NZ Championship Articles Amendment

*This amendment is issued under the provisions of the MotorSport NZ National Sporting Code Article 18(2) in confirmation that the following amendments, notices or points of clarification have been authorised to the text of the Supplementary Regulations of the above named event. It is recommended that in addition to retaining a copy of this bulletin all parties modify the text of the regulations according to the following:*

#### Championship Article Amendment

1. **Amend Article 5 as stated in the schedule below.**
2. **Amend Article 6 as stated in the schedule below.**

#### 1. **5 CHAMPIONSHIP STRUCTURE:**

- 5.1 The Championship shall comprise of the following Rounds;

Round	Date	Venue	Inviting Club
1	21 <sup>st</sup> November 2020	Bruce McLaren Motorsport Park, Taupo	The Circuit Club Inc
2	16 <sup>th</sup> -17 <sup>th</sup> January 2021	Hampton Downs	Highlands Motorsport Club
3	13 <sup>th</sup> -14 <sup>th</sup> February 2021	Manfeild: CCA	Speed Works Motorsport Club Inc
4	<del>6<sup>th</sup>-7<sup>th</sup></del> 27 <sup>th</sup> -28 <sup>th</sup> March 2021	Pukekohe Park Raceway	Speed Works Motorsport Club Inc
5	10 <sup>th</sup> April 2021	Hampton Downs Motorsport Park	The Porsche Club of New Zealand (Inc)
6	24 <sup>th</sup> April 2021	Bruce McLaren Motorsport Park, Taupo	The Circuit Club Inc

**Reason:** *Change of dates for Round 4 due to Covid-19 pandemic.*

#### 2. **6 ROUND FORMAT:**

**6.5 Grid formation:** for all Races, Open Class A & B and Classes A – D (inclusive) shall combine to form one grid (the Combined Class Group), with Classes E and Class F forming their own separate grids behind the Combined Class Group. There shall be one (1) vacant grid row separating the last car of the Combined Class Group and the first car of Class E. Class F is a separate grid behind Class E with no vacant grid row between the last car in Class E and the first car in Class F and Class F.

**6.6 Races:** shall be run to the following race structure:

- (1) Starting Positions for **Race One** will be determined by:
- (...)
- (b) ~~Class E and Class F~~: the fastest lap time achieved in the Qualifying Session, fastest Driver to the front.
- (c) **Class F**: the fastest lap time achieved in the Qualifying Session, fastest Driver to the front.
- (2) Starting Positions for **Race Two** will be determined by:
- (...)
- (b) ~~Class E and Class F~~: the fastest lap times achieved from either in the Qualifying Session or Race One, reversed, with the slowest car in Class E and F to the front ("pole position") and the fastest at the rear. **Class E starts ahead of Class F**, fastest Driver to the front.
- (c) **Class F**: the fastest lap time achieved in the Qualifying Session or Race One, fastest Driver to the front.
- (3) Starting positions for **Race Three** will be determined by:
- (a) **Combined Class Group**: the fastest lap time achieved in the Qualifying Session or Race 1, or race 2, fastest Driver to the front of the grid. Any competitor who has not previously recorded a time in any of Qualifying, Race 1 or Race 2 shall start immediately behind the last car of this group, ahead of the first car of Class E ~~or F~~.
- (b) ~~Class E and Class F~~: The fastest lap time achieved in the Qualifying session, Race 1 or Race 2, reversed, with the slowest car in the Class each of the Class to the front ("pole position") of their class and the fastest at the rear. **Class E starts ahead of Class F**.
- (c) **Class F**: The fastest lap time achieved in the Qualifying session, Race 1 or Race 2, reversed, with the slowest car in the Class to the front ("pole position") of their class and the fastest at the rear.

**Note: Class E and Class F competitors only:** No later than one (1) hour prior to the Race start, may request approval from the Championship Coordinator to start from the rear of their ~~Class E or Class F~~ grid for either Race Two or Race Three. Where the Championship Coordinator grants such permission, the original starting grid position of that competitor shall remain vacant for the start of the race.

**6.8.2** The Enduro Races will require a mandatory timed pit stop or drive through, which must be completed after their first full lap of the race and prior to the commencement of the final lap of the race.

(...)

**6.8.2.5** Failure to complete the timed Pit Stop will result in a drive through penalty if identified during the race, or the time equivalent of a drive through penalty will be

added to a driver's time if the infringement is not identified until after the race has finished ~~Disqualification from the race.~~

**6.8.2.6** The only permitted intervention with the vehicle during the timed Pit Stop will be rolling the car back and forwards no more than 2 metres (the car cannot be moved ahead of the point at which it stopped for the Pit Stop) to disperse brake heat ~~be the allowance for tyre pressures to be checked and driver hydration.~~ Any other intervention with the car can only occur when the timed Pit Stop is complete.

**6.8.2.7** In the event of a dispute or an inquiry into a competitor complying with the stipulated stop- time, the vehicle's camera recording will be used to determine the length of the stop. In an inquiry situation, a non-recording or malfunctioning camera will result in a ~~automatic disqualification~~ penalty as per 6.8.2.5 ~~for points and race result purposes.~~

**6.8.2.8** Each driver is responsible for determining how their timed Pit Stop is managed ~~The timing of the pit stop will be conducted by an individual that is not part of the timed driver's team.~~

**6.8.3** A break out Penalty will apply to all drivers for lapping more than 1 second faster in an Enduro race lap than their ~~best of meeting lap time up until the start of the Enduro race~~ ~~Qualifying and Race lap times.~~ The penalty will be 2 seconds for each 1 second of break out time for each applicable lap. Should qualifying be wet and the race dry, the Series Co-ordinator will assign times to each race class.

**Reasons:**

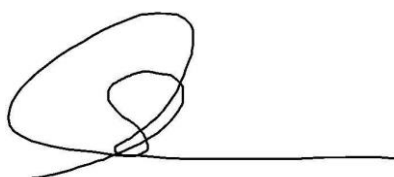
*Clarification sought in how Class E and Class F starting positions are arranged.*

*With the abolition of qualifying points in the 2020/2021 Race Season, it has been decided in the interests of competitiveness for Class E and Class F, that Race 2 be made a "Scratch Race" rather than the current "Reverse Grid" format.*

*Procedures and penalty surrounding timed put stops clarified.*

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This bulletin is issued by MotorSport New Zealand  
Bulletin authorised by:



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MotorSport New Zealand