Last updated: 14 May 2019

Amendment Number	Date Published	Date Implemented	Article Number
36004	14 May 2019	14 May 2019	Article 2 - Interpretations

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART I – GENERAL PRINCIPLES

1. **Commencement**: This Code shall come into force on the 20th Day of August 2018.

2. **Interpretation:**

(1) In this Code context otherwise requires:

"this Code" or **"the Code"** means this National Sporting Code and includes all Appendices thereto and all Schedules to such Appendices, each as may be amended by Manual Amendment issued by MotorSport NZ at any time and from time to time pursuant to Article IV of this Code; and

"Accredited Series" means a single Event or a Series to the organiser of which MotorSport NZ issues an Accredited Permit and includes a MotorSport NZ Championship; and

"Accredited Permit" means the accredited permit issued by MotorSport NZ pursuant to Article 8 of this Code, to either itself or a Member Club as the organiser of an Accredited Series; and

"Approved Promoter" means an organisation (commercial or otherwise) approved by MotorSport NZ to be responsible for the promotion and administration of a specified MotorSport NZ Series or Event(s), and

"Board" means the Board of MotorSport NZ; and

"Bulletin" refer **to "Official Bulletin"**; and

"Championship" means a MotorSport NZ Championship, Cup, Trophy or Challenge, which are the property of MotorSport NZ by virtue of the delegation from the FIA.

(a) Championship. A championship may be a series of events or a single event.

MotorSport NZ or New Zealand MotorSport championships may only be organised by MotorSport NZ or with the consent of MotorSport NZ by a member club, Rally NZ Ltd or an Approved Promoter.

MotorSport NZ or New Zealand MotorSport Premier Race Championships may

only be organised by MotorSport NZ or with the consent of MotorSport NZ by an Approved Promoter.

A maximum of one(1) event of a MotorSport NZ or New Zealand motorsport championship may be run outside New Zealand, subject to the following conditions:

(i) That it is run in Australia, and

(ii) That the technical and sporting regulations of the MotorSport NZ or New Zealand MotorSport championship have received the approval of the FIA, and

(iii) That the course on which the event is run has been licensed and approved by the FIA, and that all the FIA regulations on safety and medical assistance are respected.

International championships may only be organised by the FIA, or by another body with written consent of the FIA. In this case, the organiser of a Championship has the same rights and duties as the organiser of an event.

(b) Cup, Trophy and Challenge. A MotorSport NZ Cup, Trophy, or Challenge may comprise a number of events with the same regulations or a single event. These events may only be organised by a member club, Rally NZ Ltd or an Approved Promoter. Approval will centre on the following points in particular:

(i) Approval of the sporting and technical regulations particularly with regard to safety, and

(ii) Approval of the calendar, and

(iii) Verification that the venue licence of the circuits is appropriate to the categories of vehicles proposed and respect of all the MotorSport NZ regulations on safety and medical assistance; and

"**Chief Executive Officer**" or **"CEO"** means the Chief Executive Officer of MotorSport NZ; and

"Classification" means grouping of vehicles according to their engine cylinder capacity or by other means of distinction; and

"ClubSport Event" means either a competitive Event in which competing vehicles, usually competing singly, attempt to complete a well-defined course in the fastest time or allocated points and includes:

(a) A speed Event;
(b) A trial;
(c) A sprint;
(d) A street sprint;
(e) A rallycross;
(f) A hillclimb;
(g) A motorkhana;
(h) An autocross;
(i) A cross country non-competitive Event;
(j) A Rallysprint; and,
(k) A Drift Event.

"ClubSport Series" means a Series for any one(1) or more ClubSport Events; and

"Code of Practice for Motorsport Fuel – Storage and Handling" or **"Code of Practice – Fuel"** means the document developed and issued by MotorSport NZ pursuant to the Hazardous Substances and New Organisms Act 1996 (HSNO Act), in respect to fuels stored and handled at MotorSport NZ Events; and

"Commercial Rights" means all property rights and interests (including all intellectual property rights) existing, created or arising by virtue of and in relation to any circuit, venue or course (either permanent or temporary), a Series, Meeting or an Event capable of being granted or otherwise exploited for gain in New Zealand and includes:

(a) Naming rights (including the right for the organiser of the Series, Meeting or Event to give to or use any official name in connection with the Series, Meeting or Event); and

(b) Advertising rights being the licences to display, exhibit or advertise any name or names, trade marks or logos on any sign, hoarding, structure, trophy or award; and

(c) Sponsorship rights being permissions or consents given to claim or assert sponsorship or endorsement of the Series, Meeting or Event to be recognised as a sponsor or endorser of or official supplier to the Series, Meeting or Event or otherwise to claim or assert association with the Series, Meeting or Event; and

(d) Licensing rights to use the name of the Series, Meeting or Event and any other mark, name or logo used in connection with the Series, Meeting or Event; and

(e) Publicity rights being permissions or consents to publish newspaper and magazine articles (including photographs) relating to the Series, Meeting or Event; and

(f) Film and broadcasting rights being licences to make cinematograph, cable and television films, images or sound recordings and broadcasts of any activities of the Series, Meeting or Event and to reproduce and distribute such films, recordings and broadcasts;

each arising out of and by virtue of that Series, Meeting or Event but for the avoidance of doubt, shall not include any such rights capable of being granted or otherwise exploited for gain outside New Zealand; and

"Competitor" means any person accepted for any competition whatsoever; and

"Competition" means a motorsport competition in which an automobile takes part, which has a competitive nature or is given a competitive nature by the publication of results and which may comprise a heat or heats or other preliminaries and a final, free practice and qualifying practice sessions or be divided in some similar manner but must be completed by the end of the Meeting; and

"Competition Law" means the competition law principles contained in the Commerce Act 1986 (or any legislation directly or indirectly superseding that Act in relation to competition law principles), and in such principles comprised in any associated regulations, other New Zealand legislation or established by the New Zealand Courts; and

"Cylinder capacity" means the volume generated in cylinder (or Cylinders) by the upward or downward movement of the pistons. This volume is expressed in cubic centimetres and for all calculations relating to cylinder capacity the symbol Pi will be regarded as equivalent to 3.1416; and

"Driver" means any Competitor driving a competing vehicle in an Event; and

"Economy Run" means a Competition in which Competitors negotiate a defined road course usually over a long distance, where fuel usage by the competing vehicles is the main factor in deciding the winner; and

"Entrant" means any person, firm or corporation who or which being responsible for a competing vehicle and having the right to make any entry for that competing vehicle into a Series, Meeting or an Event, enters a competing vehicle in that Series, Meeting or Event and who is and remains responsible for all matters relating to such entry and who, if such person is also a Competitor in the competing vehicle so entered, shall mean that Competitor to the intent that any reference in this Code to the Entrant shall be deemed to be a reference also to that Competitor; and

"Entry" means the contract between the competitor and the organiser concerning the participation of the said competitor in a given competition; and

"Event" means either a non-competitive Event or a single Competition with its own results in which an automobile takes part, which has a competitive nature or is given a competitive nature by the publication of such results and includes (but not by way of limitation):

(a) A Race (and any practice session therefore);

(b) A Rally;

(c) A ClubSport Event;

(d) A Special Event;

"FIA" means the Fédération Internationale de l'Automobile; and

"Force majeure" means for the purposes of this Code (but not by way of limitation) any cause of delay beyond the reasonable control of the party liable to perform unless conclusive evidence to the contrary is provided and shall include unavailability of materials or personnel, delays in shipping or transportation, fire, explosion, strike, lockout, storm, flood, earthquake and subsidence; and

"Handicap" means a method by which an artificial disadvantage (usually time) is imposed on one(1) or more Competitors with the aim of equalising as much as possible the chance of winning; and

"International Series" means a Series which is open to Entrants and Competitors of various nationalities and means an International Series as defined in the International Sporting Code; and

"International Event" means an Event which is open to Entrants and Competitors of various nationalities and means an International Event as defined in the International Sporting Code; and

"International Meeting" means a Meeting which is open to Entrants and Competitors of various nationalities and means an International Meeting as defined in

the International Sporting Code; and

"International Permit" means an organising permit granted by the FIA under the International Sporting Code; and

"International Sporting Code" means the International Sporting Code drawn up by the FIA and in force from time to time and at any time and which, as the context may require, shall be deemed to be incorporated into and made a part of this Code; and

"Judicial Committee" means a Judicial Committee in accordance with Article 122 of this Code; and

"Judicial Hearing" means a hearing before a Judicial Committee in accordance with Article 122 of this Code; and

"Licence" means a certificate of registration issued by MotorSport NZ to any person, firm, Member Club or corporation in accordance with this Code, including in accordance with Appendix One of this Code and granted pursuant to Part IV or Part VI of this Code; and

"Licensed Driving School" means a race or rally driving school licensed by MotorSport NZ in accordance with Article 55 of this Code; and

(a) This Code; or,

(b) Any Appendix to this Code; or,

(c) Any Schedule to an Appendix to this Code;

made by MotorSport NZ pursuant to Article 4 of this Code; and

"Marathon Rally" means a Rally with an itinerary of not less than 1,000 km of special stages; and

"Meeting" means an organised assembly of Competitors and Officials and including one(1) or more competitive or non-competitive Events taking place within a defined period at the same venue; and

"Member Club" means a club which is a member of MotorSport NZ; and

"**Motorkhana"** means a Competition in which Competitors negotiate a precise course of less than 200 metres, usually defined by flags or cones, designed to test driver skill rather than outright speed or reliability; and

"MotorSport NZ" means MotorSport New Zealand Incorporated which has, in accordance with its Constitution and By-laws, delegated the various powers and discretions to be exercised by it under this Code to its Board; and

"MotorSport NZ Constitution" means a "Constitution", "constitution", "Rules" or "rules" relating to MotorSport NZ, or a "Constitution of MotorSport New Zealand Inc", or any version or iteration of same, which is registered in Companies Office records regarding MotorSport NZ; and

"MotorSport NZ IP Licence" means a licence granted to MotorSport NZ in accordance with Article 5 of the Code and Article 10 of the Code and/or Article 63(3) of the Code (as the case may be), in respect of Commercial Rights relating to an activity permitted or licenced by MotorSport NZ; and

"MotorSport NZ Operational Principles Policy" means a written policy approved by MotorSport NZ which;

(a) records various operating principles, processes and/or guidelines that, expressly or impliedly, apply to various activities by or on behalf of MotorSport NZ under this Code, and

(b) is published or displayed from time to time by MotorSport NZ, including by e-flag or on MotorSport NZ's website, and described as the "Operational Principles Policy" or "MotorSport NZ Operational Principles Policy" (or words to that effect): and

"MotorSport Online" means the internet based computer program and database system owned and operated by MotorSport NZ for the purpose of the administration of motorsport in New Zealand (https://online.motorsport.org.nz); and

"National Court of Appeal" means the National Court of Appeal, established by MotorSport NZ from time to time in accordance with Article 124 of this Code; and

"National Event" means a Meeting or an Event open to Competitors holding C Grade and/or R Grade Competition Licences or International Competition Licences issued by MotorSport NZ; and

"National Sporting Calendar" means the National Sporting Calendar maintained by MotorSport NZ; and

"Officer" means any of the Officers of MotorSport NZ set out in Clause 10.1 of the Constitution of MotorSport NZ; and

"Official" means any of the persons designated an Official by MotorSport NZ in Appendix One of this Code pursuant to Article 66 or Article 67 of this Code; and

"Official Bulletin" or **"Bulletin"** means any document advising important information to Competitors in a Meeting or Event, which must be signed by the Permit Issuing Authority where issued prior to the commencement of a Meeting or Event or otherwise by the stewards, and which:

(a) if issued before the commencement of the Meeting or Event, must be mailed, faxed, emailed or delivered to each Entrant so as to be received by each Entrant prior to the commencement of the Meeting or Event; or,

(b) if issued after the commencement of the Meeting or Event, must be communicated to each Competitor which, if reasonable in the circumstances, may be by placing it on an official notice board at the Meeting or Event; and,

which shall thereupon be deemed to be a part of the Supplementary Regulations of the Meeting or Event; and

"Official Interpretation" means MotorSport NZ's interpretation of any provision of an Appendix to this Code or any provision of a Schedule to an Appendix of this Code, which is published by MotorSport NZ pursuant to Article 6 of this Code; and

"Organising Permit" means the organising permit issued by MotorSport NZ pursuant to Article 8 of this Code, either to itself or a Member Club as the organiser of a Meeting or Event; and

"Permit" means any permit granted by MotorSport NZ under this Code, including in accordance with Part II of this Code, and including (as the context may require):

(a) An Organising Permit for a Meeting or Event; and

(b) A Sanctioning Permit for a Sanctioned Series;

issued by MotorSport NZ in accordance with Article 8 of this Code; and

"Permit Issuing Authority" means the authority delegated the responsibility for approving Permits for events, either the Permit Issuing Steward for the region or the MotorSport NZ office, in accordance with Appendix One of the Code; and

"Publish" means the dissemination of documents or information to Member Clubs, Competitors or Officials via any means determined by MotorSport NZ at its discretion, whether electronic or hard copy, and including material that appears on the MotorSport NZ public website (www.motorsport.org.nz) or MotorSport Online. (https://online.motorsport.org.nz); 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 is the determining factor; and

"Race Series" means a Series of one(1) or more Race Events; and

"Rally" means an Event which is constituted either by a single itinerary, which must be followed by all cars, or by several itineraries converging on the same rallying-point fixed beforehand, and followed by a common itinerary the route of which may include one(1) or several special stages (that is, tests or competitions organised on roads closed to normal traffic, which as a general rule, together determine the general classification of the Rally) the itineraries which are not used for special stages being called "road sections", and includes a Marathon Rally; and

"Rally Series" means a Series of one(1) or more Rallies; and

"Record Attempt" means an Event in which an attempt is made to set a record in relation to motoring or motorsport use of a vehicle or vehicles; and

"Safety Officer" means an official appointed in lieu of a Steward; where appointed the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only; and

"Sanctioned Series" refer Accredited Series

"Sanctioning Permit" refer Accredited Permit

"Series" means a series of Events the results of which are aggregated to form a single result and includes (but not by way of limitation):

(a) A series of Events the winner of which is awarded the title of "Champion" or some other title in the style of "Champion":

(b) A Championship;

(c) A Series;

(d) A Cup;

(e) A Trophy;

(f) A Challenge; and

"Stewards" means the Stewards of the Meeting appointed by MotorSport NZ for a Meeting or an Event and includes the Stewards of the Meeting when acting in relation to the conduct of a Sanctioned Series of which such Meeting or Event was a round; and

"Street Race" means a Race held on a temporary venue whether consisting wholly or partly of roads (as defined in the Transport Act or the Local Government Act) or not; and

"Street Sprint" means a ClubSport Event single car sprint held on a road in residential or commercial (industrial or shopping) areas. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one(1) time; and

"Standing Regulations" means the regulations applicable to all Meeting and Events prescribed by MotorSport NZ pursuant to Article 7 of this Code; and

"Supplementary Regulations" means the regulations issued by the organiser of a Meeting or Event pursuant to Article 17 of this Code; and

"Trial" means an Event in which Competitors in vehicles attempt to complete a specific course defined by written route instructions, with close adherence to a speed schedule, the placing in which are decided by reference to accumulated penalties; and

"Venue" means any circuit or track for which MotorSport NZ issues Permits for Meetings or Events in accordance with this Code; and

"**Working Day"** Refer to current Holidays Act.

(2) The name or proposed name given to any Competition by the organiser thereof, shall not for the purposes of this Code, affect the determination of whether such Competition is an Event, or a Meeting, Race, Rally, Record Attempt or Series.

(3) In the event of any inconsistency or contradiction between any provision of this Code (on the one hand) and any provision of an Appendix or Schedule to an Appendix of this Code (on the other hand), this Code shall prevail.

(4) This Code, including the obligations of MotorSport NZ and other organisations and individuals identified in this Code, is not intended to contravene Competition Law, and should wherever possible and to the extent possible be interpreted consistently with and not contrary to such Competition Law principles.

(5) This Code shall bind MotorSport NZ.

3. Application:

(1) This Code governs all motorsport Competitions, Meetings and Events for automobiles in New Zealand or any other territory the FIA has allocated to MotorSport NZ, which is conducted under the authority of MotorSport NZ (pursuant to any MotorSport NZ permit, licence or otherwise) or the FIA. MotorSport NZ has been recognised by the FIA as the sole sporting power for motorsport under the authority of the FIA in New Zealand.

(2) If any Article or part of an Article in this Code could be construed more broadly then it shall be construed to apply only to motorsport activity in New Zealand or any other territory the FIA has allocated to MotorSport NZ which is conducted under the authority of MotorSport NZ or the FIA.

(3) **In Relation to International Series, Meetings or Events:**

(a) Notwithstanding Article 3(1) above, this Code will not apply to the extent that it is clear from the provisions of this Code that only particular parts of this Code apply, or that some parts do not apply, to International Series, International Meetings and International Events.

(b) Notwithstanding Article 3(1) above, this Code will not apply to International Series, International Meetings and International Events, or any other category of motorsport activity which MotorSport NZ has, with the FIA's approval, delegated to any other entity (except to the extent that the other entity has, with MotorSport NZ's approval and authority, adopted or incorporated some or all of this Code).

(c) No International Event under the authority of MotorSport NZ or the FIA may be conducted in New Zealand without an International Permit. All applications for an International Permit and all correspondence to and communication with the FIA in connection with an International Event or International Permit under the authority of the FIA in New Zealand must be made by and through MotorSport NZ at all times. All International Events under the authority of MotorSport NZ and/or the FIA must be conducted in accordance with the International Sporting Code, any breach of which shall be deemed a breach of this Code and vice versa.

(d) All International Record Attempts in New Zealand under the authority of MotorSport NZ or the FIA shall be conducted in accordance with Appendix D of the International Sporting Code.

(4) Notwithstanding Article 3(2) of this Code, if MotorSport NZ with the FIA's approval delegates to any other entity any aspect of MotorSport NZ's responsibilities regarding any particular category of motorsport activity, MotorSport NZ may agree to allow that other entity to rely on or replicate any part of this Code or agree to allow that other entity to rely on or replicate any part of this Code or agree to allow that other entity to make use of processes provided for under the Code, on such terms as MotorSport NZ sees fit. Unless MotorSport NZ expressly agrees otherwise, that other entity and not MotorSport NZ will be responsible for any motorsport activity authorised by that other entity, and MotorSport NZ does not itself authorise, or assume any responsibility for, any of the activities of that other entity.

(5) It shall be a condition of any Permit, approval consent, dispensation, waiver or exemption granted by MotorSport NZ that the organiser of the Series, Meeting or Event comply with all statutes, regulations, ordinances, resource consents or by-laws applicable to the organiser or the Series, Meeting or Event together with all and any contractual obligations entered in to by and binding upon the organiser of the Series, Meeting or Event and any breach of any such statute, regulation, ordinance, resource consent, by-law or contractual obligation shall be deemed to be a breach of this Code.

(6) MotorSport NZ may, in its discretion, grant to the organiser of any Series, Meeting or Event (including itself) such dispensation, waiver or exemption from any of the provisions of this Code as may be necessary or desirable to accommodate any extraordinary features of the Series, Meeting or Event which may not be contemplated by this Code provided such feature is not contrary to any provision of this Code.

(7) The onus of complying with this Code and a Permit issued by MotorSport NZ shall at all times be upon the organiser of any Series, Meeting or Event.

(8) The processes of the Clerk of the Course, Event Director, Race Director or Stewards shall not be deemed invalid, by reason of some procedural error of deficiency, provided there has been no demonstrable prejudice to the Competitor.

(9) Operational principles, processes and guidelines: MotorSport NZ and its representatives, agents and delegates on its behalf should seek to act, in accordance with any MotorSport NZ Operational Principles Policy (as defined in this Part I of this Code).

(a) If and to the extent that any MotorSport NZ Operational Principles Policy expressly provides that some or all of the principles, processes and/or guidelines it contains are enforceable as if they were themselves part of this Code and enforceable under this Code then they shall be enforceable on that basis to the extent permissible by law.

(b) Otherwise any such MotorSport NZ Operational Principles Policy shall comprise guidelines only, and shall not in itself be enforceable under this Code.

(c) Where there is any conflict between the terms of this Code and any MotorSport NZ Operational Principles Policy the terms of any such policy shall where possible be interpreted in a way that is consistent with the terms of this Code but otherwise the terms of this Code shall prevail.

4. **Amendment to this Code:** MotorSport NZ may amend this Code and any Appendix to this Code and any Schedule to any Appendix of this Code at any time and from time to time. All amendments to this Code shall be published by MotorSport NZ by publishing a Manual Amendment and shall become effective on the date nominated by MotorSport NZ which date may at MotorSport NZ's option in its absolute discretion, be before or after the date of publishing.

5. **MotorSport NZ IP Licence (to use Commercial Rights):** The legal owners (other than MotorSport NZ) of all Commercial Rights in respect of any circuit, venue or course, Sanctioned Series, Meeting or Event held in New Zealand under the authority of any permit, licence or other authority issued by MotorSport NZ and/or under the authority of the FIA grant to MotorSport NZ (in accordance with the relevant permit, licence or other authority), a MotorSport NZ IP Licence.

(1) A MotorSport NZ IP Licence:

(a) binds the grantor of the MotorSport NZ IP Licence, and all their lawful successors and assigns;

(b) is a non-exclusive licence to use all of the Commercial Rights owned, controlled or otherwise provided by the grantor in connection with the circuit, venue or course, Sanctioned Series, Meeting or Event to which any Permit or Licence relates;

(c) Entitles MotorSport NZ to use all of the Commercial Rights associated with any such circuit, venue or course, Sanctioned Series, Meeting or Event for such purposes as MotorSport NZ sees fit that relate to advertising, promotion and operation of those places or activities, or for advertising, promotion or operation of MotorSport NZ activities or motorsport generally.

(d) applies subject to the terms set out in this Article 5 of the Code, and in Article 10 of the Code and/or Article 63(3) of the Code (as the case may be);

(e) comes into effect with immediate effect, in accordance with the commitments given by all permit and licence holders to comply with the terms of this Code.

(2) Until such time as a MotorSport NZ IP Licence comes into effect in accordance with Article 5(1)(e) of this Code (and including if, despite Article 5(1)(e) of this Code, any such MotorSport NZ IP Licence does not come into effect until licensees or permit holders are issued or reissued new licences or permits after the provisions of this Code relating to MotorSport NZ IP Licences come into effect), MotorSport NZ shall continue to hold, at its sole option (and to the extent that MotorSport NZ maintains that it holds such rights), the same intellectual property rights that it held prior to the amendments to this Code granting a MotorSport NZ IP Licence, as if those amendments had not yet come into effect.

(3) MotorSport NZ may exercise its rights under a MotorSport NZ IP Licence itself, or through its agents or delegates, or through the FIA.

6. **Official Interpretation:** MotorSport NZ may in its discretion as any particular circumstances may make necessary or desirable, interpret any provision of any Appendix to this Code or any provision of any Schedule to an Appendix of this Code. All such interpretations shall be made in writing and published by MotorSport NZ and shall have persuasive effect upon the organiser or any Official of a Sanctioned Series, Meeting or Event.

7. **Standing Articles and Regulations:**

(1) MotorSport NZ shall in Appendix One of this Code, from time to time prescribe standing Articles for Race, Rally and ClubSport Series (but without prejudice to the provisions of Article 11(8)).

(2) MotorSport NZ shall in Appendix Two of this Code, from time to time prescribe Standing Regulations for Safety.

(3) MotorSport NZ shall in Appendix Three of this Code, from time to time prescribe Standing Regulations for Rallies.

(4) MotorSport NZ shall in Appendix Four of this Code, prescribe from time to time Standing Regulations for Race Meetings and Events.

(5) MotorSport NZ shall in Appendix Five of this Code, from time to time prescribe Standing Regulations for ClubSport Events.

(6) MotorSport NZ shall in Appendix Six of this Code, from time to time prescribe Standing Regulations for Historic and Classic competition Events.

(7) MotorSport NZ shall in Appendix Seven of this Code, from time to time prescribe Standing Regulations for the conduct of national record attempts (published as a separate publication).

Last updated: 2 July 2024

Amendment Number	Date Published	Date Implemented	Article Number
36085	2 July 2024	2 July 2024	Article 18 - Amendments
36060	1 August 2023	1 August 2023	Article 22 - Entry
36022	13 November 2020	13 November 2020	Article 15 - Insurance

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART II – COMPETITIONS

8. Permits:

(1) MotorSport NZ shall issue Sanctioning Permits for Series and all types of Organising Permits (including ClubSport Basic permits), as detailed in Appendix One Schedule E, either to itself or to Member Clubs (to the exclusion of any other person, firm or company).

(2) MotorSport NZ shall consider and grant or decline all applications for Permits for Series, Meetings and Events solely upon the grounds set out in Article 12 of this Code.

(3) No person firm or company other than MotorSport NZ or a Member Club may apply for or be issued with a Permit.

(4) No Meeting or Event may be held without an Organising Permit.

(5) No holder of a MotorSport NZ Competition Licence or Officials Licence may in connection with any competition or participation in, or contribution to the organisation of, a Meeting or Event or other motorsport activity for which MotorSport NZ has not issued an Organising Permit, be involved in a manner that expressly or impliedly suggests that the Meeting or Event or activity, their or any other party's role, involvement, or suitability, is in any way authorised or endorsed by, or operated under the authority of, MotorSport NZ or the FIA.

(6) No Member Club may in connection with any Meeting or Event or other motorsport activity for which MotorSport NZ has not issued an Organising Permit, may be involved in a manner that expressly or impliedly suggests that the Meeting or Event or activity, their or any other party's role, involvement, or suitability, is in any way authorised or endorsed by, or operated under the authority of, MotorSport NZ or the FIA.

(7) Any Series may, at the organiser's option, be held without a Sanctioning Permit and nothing in this Code shall be read or construed as requiring the organiser of a Series to apply for a Sanctioning Permit.

(8) Without affecting in any way a Competitor's rights of protest, complaint or appeal on any matter arising from the conduct of a Meeting or Event, which is a round of a Series that is not a Sanctioned Series, the articles, rules or regulations of such a Series shall be unenforceable under this Code.

9. Conduct of Series, Meeting and Events:

(1) All Meetings and Events are to be conducted in accordance with:

(a) This Code; and

(b) The Organising Permit issued to the organiser of the Meeting or Event; and,

(c) The Standing Regulations and Supplementary Regulations (if any) applicable to the Meeting or Event; and,

(d) (So far as the same may apply to the conduct of the Meeting or Event) the Articles of any Sanctioned Series, a round of which is to be held at the Meeting or Event.

(2) All Series are to be conducted in accordance with:

(a) This Code; and,

(b) (So far as the same may apply to the organisation of the Series) the Organising Permit issued to the organiser of the Meeting or Event at which a round of the Series is to be held; and,

(c) (So far as the same may apply to the organisation of the Series) the Standing Regulations and Supplementary Regulations (if any) applicable to the Meeting or Event at which a round of the Series is to be held; and,

(d) The Sanctioning Permit (if any) issued to the organiser of the Series; and,

(e) The Series Articles.

(3) No demonstration or performance whether involving an automobile or not, shall be permitted at any Series, Meeting or Event unless that demonstration or performance has been specifically permitted in writing by MotorSport NZ prior to the commencement of the Series, Meeting or Event.

Where approval is granted this shall be recorded on;

(a) The permit issued for the Series, Meeting or Event, or

(b) An addendum to the permit issued by MotorSport NZ.

10. MotorSport NZ IP Licence:

(1) The holder of any Permit under this Code grants to MotorSport NZ a MotorSport NZ IP Licence, in accordance with Article 5 of this Code and this Article 10 of this Code.

(2) The MotorSport NZ IP Licence:

(a) applies to all Commercial Rights that the holder of a Permit owns, holds or controls, or otherwise has the permission of the owner to use, in connection with its activities in accordance with the Permit.

(b) comes into effect when MotorSport NZ grants the relevant Permit.

(c) continues in effect until the end of the period for which the Permit is granted; and

(d) further continues in effect (notwithstanding Article 10(2)(c) above) indefinitely with respect to Commercial Rights (including rights regarding words or images) that have been used by MotorSport NZ pursuant to the MotorSport NZ IP Licence during the term of the Permit.

(3) If for any reason (whether insolvency or otherwise) the grantor of the MotorSport NZ IP Licence ceases to fulfil or cannot fulfil their obligations under the relevant Permit then at MotorSport NZ's sole option MotorSport NZ may continue to use and/or sub-licence the use of those Commercial Rights to any other party in connection with the activities that are subject to the Permit, so far as MotorSport NZ considers it is necessary to allow any MotorSport NZ or FIA permitted, sanctioned, traditional or generally regular calendar event or activity to proceed.

(4) Each entity that grants a MotorSport NZ IP Licence:

(a) warrants to MotorSport NZ that they own, hold, control all Commercial Rights, or otherwise have the permission of the owner of, any relevant Commercial Rights to which the MotorSport NZ IP Licence applies; and

(b) agrees to indemnify and hold harmless MotorSport NZ (and any associated entities or individuals relying on the MotorSport NZ IP Licence) in respect of any claim or action by any other party in relation to the use of Commercial Rights pursuant to the MotorSport NZ IP Licence.

(5) If MotorSport NZ and the grantor of a MotorSport NZ IP Licence agree that any Permit appears to be capable of commercial exploitation for gain, then they may enter into a separate document comprising a MotorSport NZ IP Licence on terms consistent with this Article 10 of the Code, but otherwise as agreed between the parties.

(a) If the terms of such a separate licence are agreed, and the document is signed and currently in effect, then it shall comprise the relevant MotorSport NZ IP Licence for the purposes of this Code.

(b) But unless and until any separate licence is executed and in force between those parties the MotorSport NZ IP Licence provided for in Article 5 and Article 10(1)-10(4) of this Code applies.

10.1 Licence to Use MotorSport NZ Commercial Rights Implied by Permit:

(1) Every Permit issued by MotorSport NZ shall in relation to the Sanctioned Series, Meeting or Event in respect of which the Permit is issued, imply an exclusive, nonassignable licence to the organiser thereof under the Commercial Rights to use the same in New Zealand together with a non-exclusive, non-assignable licence to use such trademarks as are owned or controlled by MotorSport NZ and shall grant to the organiser such further rights and licences as may be necessary or desirable for the organiser to hold itself and the Series, Meeting or Event out as sanctioned or authorised by MotorSport NZ, in each case in such form and style and upon and subject to such terms and conditions as MotorSport NZ may reasonably determine are necessary or desirable to ensure that the conduct of the Series, Meeting or Event is fair and safe.

(2) Permits may be issued by MotorSport NZ only to itself or to organisers of Series, Meetings or Events, which are Member Clubs. Member Clubs to whom a Permit has been granted may however, with MotorSport NZ's prior consent (which consent shall be evidenced by the issue of the Permit), grant a sub-licence or sub-licences under the Commercial Rights to any sponsor or sponsors or commercial promoter or promoters of the Series, Meeting or Event, at all times upon and subject to such terms and conditions as MotorSport NZ may reasonably determine are necessary or desirable to ensure that the conduct of the Series,

Meeting or Event is fair and safe.

11. Application For and Types of Permits:

(1) MotorSport NZ shall in Appendix One, prescribe from time to time the types of Permits to be issued and to whom and by such deadlines application is to be made and the application and any other fees payable when making application for a Permit (which fees shall be payable whether or not MotorSport NZ exercising its power under Article 12 subsequently issues the Permit applied for or not).

(2) The type of Permit required for a particular Series, Meeting or Event shall in each case, be determined by MotorSport NZ.

(3) MotorSport NZ may at any time issue to itself a Permit of any kind.

(4) The provisions of this Article 11 shall not apply to Permits for International Series, International Meetings, or International Events held under the authority of the FIA, and applications for and all matters in connection with which (including the Commercial Rights), are within the control of the FIA pursuant to the International Sporting Code.

(5) MotorSport NZ shall in Appendix One, prescribe from time to time the fees payable to MotorSport NZ by organisers of International Meetings and International Events (held under the authority of the FIA) for MotorSport NZ making application to the FIA for a Permit for such Meetings or Events, which fees may, in MotorSport NZ's discretion be refunded in whole or part in the event the FIA declines the application.

(6) Without prejudice to the organiser's obligations to comply with Part VI of this Code, the organiser of any Meeting or Race Event to be held on any new venue (being a venue which has not been used for any Meeting or Event before) must have the venue inspected by such person as may be nominated by MotorSport NZ before applying for a Permit.

(7) MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the method(s) upon which applications for Permits are to be made and the supporting material and information to accompany such applications.

(8) Nothing in this Code shall be read or construed as restricting MotorSport NZ or any Member Club from organising a Sanctioned Series comprising Races, Rallies and ClubSport Events (or any combination thereof) and only one(1) Sanctioning Permit shall be required for any such Sanctioned Series.

12. Issue of Permit:

(1) Without prejudice to MotorSport NZ's right to decline an application pursuant to paragraph (2) or (3) of this Article, each application for a Permit shall be considered by MotorSport NZ taking into account:

(a) The conformity of the proposed Series, Meeting or Event with this Code and with the Standing Articles or Standing Regulations applicable to the Series, Meeting or Event; and

(b) Such other matters as may be relevant to ensure that the conduct of the Series, Meeting or Event is fair and safe (including the availability of appropriate officials with appropriate qualifications).

(2) Any application for a Permit from a Member Club which is more than three(3) months in arrears in payment of any levy, fee or penalty of any kind due and owing to MotorSport NZ, may at MotorSport NZ's option be declined.

(3) Any application for a permit from a Member Club that conflicts in dates with International Meetings or Events, MotorSport New Zealand Championship Meetings or Events, or the MotorSport New Zealand Annual General Meeting, may at MotorSport NZ's option be declined.

(4) MotorSport NZ may grant more than one(1) permit where there are conflicting dates if, having regard to the requirements of Appendix One Schedule E, the applicant can satisfy MotorSport NZ that (despite the clash of dates) officials with appropriate qualifications and experience will be available, to ensure that safety and sporting fairness standards under this Code can be met.

13. **Postponement or Cancellation of Meeting or an Event:** Unless prior approval has been given by MotorSport NZ, no Meeting or Event may be postponed or cancelled unless provision for doing so has been made in the Supplementary Regulations, or unless it is cancelled by the Stewards of the Event for reasons of force majeure or safety.

14. **Cancellation of a MotorSport NZ Championship Round:** Without prejudice to Article 13 of this Code, any organiser proposing to cancel a Meeting or Event at which a round of a MotorSport NZ championship is to be held must advise MotorSport NZ not less than thirty(30) days prior to the date of the Meeting or Event and provide all relevant information in relation to its proposal to cancel the Meeting or Event. In cancelling the Meeting or Event, the organiser grants to MotorSport NZ an option to organise a Meeting or Event in replacement thereof.

15. **Insurance:** Issue of a Permit in respect of a Meeting or Event provides the organiser with cover under MotorSport NZ's Public Liability Insurance Policy in force from time to time. All competitor(s) and entrants assume the risk of incidents and accidents at Meetings or Events and acknowledge and agree (by way of example and not limitation) that if their property actions or omissions have caused or resulted in a claim against this Public Liability Insurance policy they may be required to pay for that damage less any recovery under that policy on request and independent of any disciplinary action or sanction by the Meeting or Event Organiser, or by MotorSport NZ.

16. **Knowledge and Respect of Rules:** Every person, firm, corporation or Member Club associated with a Sanctioned Series, Meeting or an Event, whether as organiser, Official or Competitor and whether a Licence holder or not, shall be deemed to be acquainted with and bound by this Code, the Articles of the Series, the Standing Regulations and the Supplementary Regulations of the Meeting or Event (if any), and shall submit to all penalties which may be lawfully imposed as a result or consequence of any breach thereof.

17. **Supplementary Regulations:** The organisers of all International and National status Meetings and Events, and all Street Sprints and Races on temporary venues (regardless of status) must, in accordance with the requirements and procedures set out in the Appendices of this Code applicable to the Meeting or Event, issue and publish their own Supplementary Regulations (being regulations which are supplementary to the Standing Regulations prescribed by MotorSport NZ).

The Supplementary Regulations must at all times contain the relevant statements and information set out in the Appendices of this Code applicable to the Meeting or Event.

18. **Amendment to Supplementary Regulations and Sanctioned Series Articles:**

(1) **Supplementary Regulations:**

(a) Without prejudice to paragraph (1)(b) of this Article, no organiser of a Meeting or Event may amend the Supplementary Regulations (if any) after the date listed for the opening of entries unless all Entrants in the Meeting or Event agree in writing to such amendment and:

(i) In the case of all amendments (except modifications to the initial itinerary of an Event route) intended to be made before the commencement of the Meeting or Event, the Permit Issuing Authority approves the amendment; and

(ii) In the case of all amendments intended to be made after the commencement of the Meeting or Event, the Stewards approve the amendment.

(b) Notwithstanding the provisions of paragraph (1)(a) of this Article, the Supplementary Regulations of a Meeting or Event may be amended for reasons of safety or force majeure or to give practical effect to or correct any manifest error in or omission from the Supplementary Regulations as follows:

(i) Up until the commencement of the Meeting or Event, by the Permit Issuing Authority; and

(ii) After the commencement of the Meeting or Event, by the Stewards.

(c) No amendment to the Supplementary Regulations of a Meeting or Event shall be valid unless made by way of Official Bulletin according to the procedures set out in the definition of "Official Bulletin" in Article 2 of this Code.

(2) **Accredited Series:** No organiser of an Accredited Series may amend the Articles of the Series after the date listed for the opening of entries in the Series unless MotorSport NZ deems such amendment is in the best interests of the sport.

Following any such amendment, MotorSport NZ shall advise the Series Coordinator in writing. The Series Coordinator shall immediately notify in writing all Accredited Series entrants of the amendment.

19. **Duration of Meetings and Events:** Every Meeting and Event commences at the beginning of administrative checking or scrutineering (if any; remote safety audits will be deemed to be part of the Event), whichever is the earlier, includes practice or reconnaissance, and ends at the later of:

(1) The conclusion of post-Meeting or post-Event scrutineering; or,

(2) Expiry of the time for lodging protests and appeals; or,

(3) The conclusion of any investigations or hearings; or,

(4) The conclusion of official prize giving.

20. **Information to be contained in the Programme:** An official programme is discretionary, and is for public information only. The following is recommended to be contained in the official programme (if any) of a Meeting or an Event:

(1) (A statement that the Meeting or Event will be held under this Code, the Standing Regulations and an Organising Permit issued by MotorSport NZ and that it is authorised and sanctioned by MotorSport NZ;

(2) The name of the organising Member Club;

(3) The venue, date and timetable of the Meeting or Event;

(4) A brief description of the Meeting or Event;

(5) The names of the Entrants and the Competitors with the numbers of their competing vehicles together with all details of groups and classes of competing vehicles.

21. Entries:

(1) The submission of an entry to a Sanctioned Series, Meeting or Event to the organiser thereof shall be deemed to be an offer by the intending Entrant to the organiser which the organiser may, in its discretion, accept or decline, subject however to the organiser or where specifically provided for the identified electronic address of the organiser, observing and complying with the terms and conditions of its invitation to enter, the Standing Regulations, its Supplementary Regulations (if any), or Series Articles, and without prejudice to the organiser's obligations at law and in equity. If the organiser of the Meeting or Event publishes no deadline for the closing of entries or late entries, the Entrant may submit entries in person on the day of the Meeting or Event. If a deadline for the closing of entries or late entries is published by the organiser, entries must be submitted by the entry method stipulated by the organiser to the published address (physical or electronic) of the organiser prior to such deadlines provided that an entry made electronically shall be deemed to have been made at the time and date it is actually received.

(2) Upon acceptance of the entry by the organising committee, a contract between the Entrant and organiser shall come into existence whereby the Entrant agrees to take part in the Sanctioned Series, Meeting or Event for which they have entered and the organiser agrees to fulfil in respect of the Entrant, all the conditions of the entry subject however to force majeure.

(3) No Competitor may organise or participate in any boycott of any kind in relation to any Meeting or Event.

(4) Without prejudice to any of the organiser's available rights or remedies, any Competitor whose entry in any Meeting or Event has been accepted and who or which then fails to take part in that Meeting or Event, shall be in breach of this Code unless such failure to take part is due to force majeure.

(5) Any Competitor who has signed or otherwise provided electronic acknowledgement of the Entrant's entry criteria (and who thereby shall be deemed to have agreed to drive in the Meeting or Event in which the entry is made), then fails to drive in that Meeting or Event and drives in another Meeting or Event on the same day at another venue, shall be in breach of this Code.

(6) Subject to paragraph (7) of this Article, the organiser of an Event which is a round of a Sanctioned Series must not knowingly, accept an entry from, or allow any Competitor or competing vehicle to compete in the Event, if such Competitor or competing vehicle is not eligible for and entered in the Sanctioned Series.

(7) The restriction set out in paragraph (6) of this Article shall not apply to organisers of Events who have made entry in the Event also open to other Competitors and competing vehicles who or which the organiser does not require to be eligible for and entered in the Sanctioned Series.

22. Entry: MotorSport NZ shall in the Appendices of this Code, from time to time prescribe standard entry information to be used by Member Clubs organising Meetings and Events. Each entry must be signed or otherwise electronically acknowledged by the Entrant when submitted and by each

Competitor before the commencement of the Meeting or Event.

23. Receipt of Entries:

(1) The organiser of any Meeting or Event may publish the Supplementary Regulations (if any) as soon as those Supplementary Regulations in respect of the Meeting or Event are approved by the Permit Issuing Authority and may receive entries up to the specified first closing date in its invitation to enter or Supplementary Regulations. At the absolute discretion of the organiser entries may be received after the first closing date upon payment of additional late entry fee provided that no entries are accepted after the end of Event or Meeting documentation period.

The invitation to enter or the Supplementary Regulations may provide that the date for nomination of competitors may be later than the closing date of entries, provided that such time shall not be later than the end of Event or Meeting documentation period.

24. Entry Containing a False Statement: It shall be a breach of this Code to submit an entry which contains a false, misleading or deceptive statement and any such entry shall be of no effect.

25. Refusal of Entry:

(1) Subject at all times to any obligations owed by the organiser of a Sanctioned Series, Meeting or Event:

(a) At law or in equity; or

(b) Arising out of the Series' Articles; or

(c) Arising out of the organiser's invitation to enter (if any); or

(d) Arising out of the Standing Regulations; or

(e) Arising out of the organiser's Supplementary Regulations (if any);

Nothing in this Code shall be read or construed so as to oblige the organiser to accept any entry in the Sanctioned Series, Meeting or Event or (if refusing any entry) to give its reasons for doing so, subject however to the organiser complying with paragraphs (2) and (3) of this Article.

(2) Any organiser who declines an entry to a Meeting or Event entry which:

(a) Must be made no later than five(5) Working Days before the date of the Meeting or Event, must notify the intended Entrant that the entry is declined not later than two(2) Working Days after receipt of the intended Entrant's entry and in any event, not later than three(3) Working Days before the Meeting or Event;

(b) May be made on the day of the Meeting or Event, must notify the intended Entrant to this effect not later than one(1) hour after receipt of the entry.

(3) Any organiser of a Sanctioned Series declining any entry thereto, must notify the intended Entrant to this effect no later than three(3) Working Days before the round of the Series next following the date of receipt of the intended Entrant's entry.

26. Conditional Entries:

(1) The Supplementary Regulations (if any) of any Meeting or Event may provide that entries can be accepted upon certain conditions including (where there is a limitation as to the

number of starters) that a vacancy among the other entries must first arise. Conditional acceptance of an entry must be notified to the Entrant by the organiser no later than two(2) days after the closing of entries.

(2) Should the number of entries received exceed the maximum number specified in the organiser's invitation to enter or Supplementary Regulations (if any), those to be accepted shall be selected either as provided in the invitation to enter or Supplementary Regulations or according to the order in which they were received. Those entries declined may nevertheless be accepted as reserves.

27. **Closing of Entries:** The date and time for the final receipt of entries must be clearly stated in the organiser's invitation to enter or Supplementary Regulations (if any).

28. **Publishing of Entries**: The organiser must not enter on the official programme (if any) or publish as entered the name of any Entrant or Competitor in respect of whom the organiser has not received a duly completed entry form.

29. **Disputes Regarding Entries:**

(1) Once an entry has been accepted, any dispute between the Entrant or Competitor (on the one hand) and the organiser (on the other hand) regarding an entry arising prior to the commencement of the Meeting or Event shall be adjudged by MotorSport NZ. Once the Meeting or Event has commenced this shall be adjudged by the Stewards of the Meeting.

(2) In no case may a Competitor or competing vehicle who or which has been found to have been incorrectly entered compete in a Meeting or an Event before any protest or appeal has been adjudged or dealt with.

30. **Results:**

(1) The organiser of a Meeting or Event must publish and distribute a complete set of the results of the Event (whether such results are final or not) as follows:

(a) In the case of Events which are a round of a MotorSport NZ Championship:

(i) To MotorSport NZ by telephone, email or facsimile no later than the first Working Day following the Event; and,

(ii) To each Competitor in the Event, by making them available for collection at the Event venue within a reasonable time after the conclusion of the Event, or (at the organiser's option) by placing them on the MotorSport NZ web site, emailing or mailing them to each Entrant within 14 days of the Event; and,

(b) In the case of National status Events which are not a round of a MotorSport NZ Championship, to each Competitor in the Event by making them available for collection at the Event venue within a reasonable time after the conclusion of the Event, and (at the organisers option) by placing them on the organiser's website (or such other website as detailed in the Event Supplementary Regulations), or emailing or mailing them to each Entrant within 21 days of the Event;

(c) In the case of Events in respect of which MotorSport NZ has given specific directions as to the publication and distribution of results, in accordance with such directions;

(d) In the case of all other Events, to such Competitors as may request them, and (at the organisers option) by placing them on the organiser's website (or such other

website as detailed in the Event Supplementary Regulations (if any)).

(2) The organiser of a Sanctioned Series must publish and distribute a complete set of points, results in the Series (whether such results are final or not) to MotorSport NZ and to each Entrant in the Series via the MotorSport NZ website and (at the organisers option) by placing them on the organiser's website (or such other website as detailed in the Event Supplementary Regulations), or by email or mail within three(3) Working Days of the conclusion of each round of the Series.

31. Publication of Results:

(1) When published, all results are to be timed, dated and signed by the Clerk of the Course, or Assistant Clerk of the Course, or in their absence, the Stewards.

(2) Without prejudice and in addition to the Competitor's right to protest set out in Part IX of this Code, any Competitor in the Event who believes there is an arithmetical error in or omission from the results of the Event may within thirty(30) minutes of the publication of the provisional results of an Event, request the Clerk of the Course in writing (on such form as the Clerk of the Course shall provide for the purpose) to check the results of the Event. The Clerk of the Course must check, if necessary amend the results and notify the Competitor as to the outcome of such checking.

(3) Notwithstanding any other provision of this Code, all results of an Event which are published shall be subject to the hearing of any inquiries, complaints, protests or appeals concerning the conduct of the Event and of any technical inspections of any competing vehicle in the Event, and shall become final when the hearings or inspections have been concluded and the results of such hearings or inspections are published.

(4) Should an organiser, in the Supplementary Regulations or other official document of a Meeting or an Event, announce an intention to publish the results at a certain time and place, such time shall be determined as the publication time. Should the organiser then be unable to publish the results at that time for any reason, the organiser must publish at that time and place a statement as to its revised intention to publish the results.

(5) The expression "publication of results" shall mean the official release of the results of any Meeting or Event by the organiser thereof.

32. Starts: Each Event shall start the moment that the starting signal is given. In the case of timed Event, timing must commence (in the case of standing start Events) when the signal to start is given or (in the case of rolling start Events) when the first competing vehicle crosses the start line.

33. Types of Start: All Events must start by way of either:

(1) A standing start; or

(2) A rolling start.

34. Crossing a Control Line: Where employed, the automatic timing system of an event shall be the primary method of determination as to when a competing vehicle has crossed a control line. The time shall be taken at the moment when the timing system is activated by the competing vehicle. Where an automatic timing system is not used, or fails, during an event, the time shall be taken when the leading edge of the vehicle passes over that line.

Note: *The appointment of a Judge of Fact Finish in accordance with Article 86(1)(b) is strongly recommended.*

Last updated: 18 August 2025

Amendment Number	Date Published	Date Implemented	Article Number
36102	18 August 2025	18 August 2025	Article 38
36066	1 September 2023	1 September 2023	Article 36
36061	1 August 2023	1 August 2023	Article 37

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART III – ENTRANTS AND COMPETITORS

35. **Entrants:** All Entrants must be aware of and abide by this Code and the Articles governing the Sanctioned Series and the Standing Regulations governing the Meeting or Event in which they are entered and in particular:

(1) Must, if the Entrant is not also the Competitor, possess an Entrants Licence issued by MotorSport NZ;

(2) Must sign or electronically acknowledge the entry and pay the required entry fee;

(3) Must agree to be bound by the provisions of this Code;

(4) Shall have the right of protest and the right of appeal but may agree in writing to their Competitor(s) lodging a protest or appeal;

(5) Must, if the Entrant is not also the Competitor, prior to the Meeting or Event appoint a person to represent them at the Meeting or Event provided that such appointment must be in writing and be produced on the demand of any Official of the Meeting or Event and provided further that any such appointment shall not remain in effect for a term of more than one(1) year; and

(6) Shall be responsible at all times for the actions of the Entrant's Competitor(s), pit and service crews and for the payment of any fines levied on any of them.

36. **Competitors:** All Competitors must be aware of and abide by the Articles governing the Accredited Series, the Standing Regulations and the Supplementary Regulations (if any) for the Meeting or Event in which they are entered and in particular must:

(1) Hold a current, valid Competition Licence of the grade required by this Code for the Meeting or Event entered which Licence must be available for inspection by any Official of the Meeting or Event at all times during the Meeting or Event;

(2) Have presented either in person or on their behalf, their Licence and proof of membership of a Member Club at scrutineering or administrative checking prior to the Meeting or Event entered;

(3) Wear the required protective clothing approved for the Meeting or Event entered;

(4) Decline to compete in a competing vehicle, which they know to be ineligible for the Meeting or Event entered;

(5) Not enter more than one(1) Meeting or Event at different venues on the same day unless they hold the permission of MotorSport NZ;

(6) At all times obey the instructions of any authorised Official of the Accredited Series, Meeting or Event and take any disputes with such Officials to (in the case of an Accredited Series) the Series Coordinator, or (in the case of a Meeting or Event) the Clerk of Course;

(7) Be present at any meetings or briefings where this is required by the Articles, the Standing Regulations or Supplementary Regulations (if any) or by the Stewards and, unless by prior agreement with the organiser, at any prize-giving or ceremony where their presence is required by such Articles or Standing Regulations or Supplementary Regulations;

(8) Not rely on a MotorSport NZ Competition Licence, or in any way suggest or imply authorisation or endorsement by MotorSport NZ or the FIA, in respect of any participation in Meetings and Events or other motorsport activity at venues other than at venues licensed by MotorSport NZ for particular Meetings, Events or other motorsport activity;

(9) Not rely on a MotorSport NZ Competition Licence, or in any way suggest or imply authorisation or endorsement by MotorSport NZ or the FIA, in respect of any participation in Meetings and Events or other motorsport activity other than at Meetings, Events or other motorsport activity which have been authorised by MotorSport NZ by the issue of a Permit;

(10) Comply at all times with the contents of this Code and in particular the code of driving conduct which may be applicable to the Meeting or Event by virtue of Appendix Four of this Code; and

(11) All competitors between the ages of 12 and 16 are required at the time of application and renewal of a MotorSport NZ competition licence to produce the written consent of one(1) parent or the Competitor's legal guardian (such consent being in a form prescribed by MotorSport NZ from time to time).

The minimum age at which a competitor may be licensed or eligible to compete is 12 years of age.

MotorSport NZ shall in Appendix One Schedule L of this Code, from time to time prescribe conditions and Meeting and Event restrictions pertaining to competitors between the ages of 12 and 16 years.

(12) Retain and present on demand to Stewards of the Meeting or Event, Event Director / Race Director / Clerk of the Course any hearing notification of decision forms pertaining to the current licence which contain a current penalty of licence endorsement.

(13) Accept responsibility for the presentation of their competing vehicle insofar as:

(a) The vehicle conforms to the Articles governing the Sanctioned Series and the Supplementary Regulations covering the Meeting or Event including any covering the specification of the competing vehicle;

(b) The competing vehicle is in a clean and safe condition;

(c) The competing vehicle's Competition numbers are displayed and positioned in accordance with the Standing Regulations, or appropriate Sanctioned Series Articles or Supplementary Regulations (if any).

(14) The competitor shall be responsible for all acts or omissions on the part of any person taking part in, or providing a service in connection with, an event or a championship on their behalf, including in particular their employees, direct or indirect, their drivers,

mechanics, consultants, service providers or passengers, as well as any person to whom the competitor has allowed access to the Reserved areas.

37. **Change and Nomination of Competitor and Change of Competing Vehicle:** Unless specifically prohibited by the Supplementary Regulations (if any) or by the Articles of any Championship or Accredited Series, any Entrant may, up to thirty(30) minutes prior to commencement of any Event, with the prior consent of the Clerk of the Course of the Meeting or Event (and in the case of a Meeting or Event which is a round of such a 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 Competitor or change the Competitor nominated by the Entrant, to drive the Entrant's competing vehicle in the Event;

(2) Change the competing vehicle entered in the Event provided the replacement competing vehicle qualifies for the same group or class in which the original competing vehicle was entered.

38. **Drugs and Alcohol:**

(1) MotorSport NZ has adopted the Drug Free Sport New Zealand Sports Anti-Doping Rules (SADR), and sets out in Appendix One Schedule D of this Code regulations for the purposes of this Article of this Code.

(2) No Competitor shall take, be affected by, or have in his/her system, any banned substance or alcohol, during any Meeting or Event. Any Competitor who consumes intoxicating liquor at a Meeting or Event prior to the completion of their competition for the day, shall be instantly excluded therefrom and shall be prevented by the Officials from starting or continuing in that Meeting or Event provided however that this restriction shall not apply to rest breaks of more than eight(8) hours.

(3) Nothing in paragraph (2) of this Article shall prevent or restrict the supply as prizes of liquor to a Competitor during a Meeting or Event.

(4) The provisions of paragraph (2) of this Article shall apply to all service and pit crew members who for the duration of a Meeting or Event, are engaged in servicing a Competitor or competing vehicle and shall apply to all Officials of a Meeting or Event and their assistants.

(5) A competitor who is taking or being treated with any prohibited substance or medication, whether prescribed or not, shall not drive, attempt to drive or compete in any competing vehicle in any Meeting or Event, unless that competitor has a Therapeutic Use Exemption (TUE) issued in accordance with the provisions of Appendix One Schedule D.

(6) All Competitors and Officials of a Meeting or Event shall submit to such alcohol or drug testing as may be required and any failure to do so shall be regarded as a breach of this Code.

Last updated: 1 August 2023

Amendment Number	Date Published	Date Implemented	Article Number
36062	1 August 2023	1 August 2023	Article 48 and 50

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART IV – LICENCES

39. **Licence Types:** MotorSport NZ shall issue the following types of Licence:

(1) Competition Licence;

(2) Driving School Licence;

(3) Entrant's Licence;

(4) Instructor's Licence;

(5) Official's Licence; and

(6) Venue Licence (pursuant to Part VI of this Code).

40. **Competition and Entrant's Licences:**

(1) MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the types of Competition Licences (including the types of licences and visas issued by other ASNs) and Entrant's Licences required to take part in any Sanctioned Series, Meeting or Event together with the qualifications, experience and training required of any person to hold any Licence, the process to be followed and the fees to be paid in applying for all such Licences.

(2) No person may take part in any Meeting, Event or Record Attempt without the Competition Licence required by Appendix One of this Code.

41. **Official's Licences:** MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the types of Official Licences to be issued by MotorSport NZ, which type of Official's Licence is required to organise or officiate at any Sanctioned Series, Meeting or Event together with the qualifications, experience and training required of any person to hold any such Licence together with the duration of all such Licences.

42. **Use of Entrant's Licence**: The Entrant in all Events must hold an Entrant's Licence where the Entrant of a competing vehicle is not a Competitor in that vehicle. The application for an Entrant's Licence must be signed or otherwise electronically acknowledged by an authorised and designated representative of the Entrant in whose name the Licence is to be issued.

43. Civil Driver's Licence:

(1) All competitors must hold a valid civil driver's licence for cars unless they meet the provisions for exemption set out below:

(a) Where the competitor is a co-driver of a competing vehicle and acting purely as a Navigator and does not drive the vehicle at any time.

(b) When the Meeting or Event is held entirely on private property, or on a MotorSport NZ licenced permanent race venue.

(c) Where the Meeting or Event, or the part thereof during which the competitor is to drive, is held on roads closed under the 10th Schedule of the Local Government Act 1974.

Note: *Roads closed under the Transport Regulations do not provide an exemption to the civil driver's licence requirements.*

(2) Where the civil driver's licence of the competitor is removed through disqualification, the following provisions apply:

(a) Where the disqualification is through a decision of any Court, the ability to compete is denied for the duration of the Court imposed disqualification.

(b) Where the disqualification is through regulatory policies (e.g. civil driver's licence demerit points) the provisions set out in Article 43(1) (a) and (b) only shall apply and competitors shall satisfy the Meeting and Event Officials by the signing of a declaration to the effect. Failure to sign the declaration or the submission of a false declaration shall incur a penalty.

Note: *The provisions of Article 43(2)(b) do not apply to roads closed under the 10th Schedule of the Local Government Act 1974.*

44. Licence Issue – General:

(1) MotorSport NZ may issue Licences to citizens of New Zealand or to the citizens of another country in accordance with the International Sporting Code.

(2) Licences may be issued under an assumed name.

(3) Licences may not be issued under a name which is calculated to deceive.

(4) MotorSport NZ may issue a Licence to a foreigner whose country is not represented on the FIA provided that it immediately notifies the FIA of such issue for inclusion in a register of such Licences maintained by the FIA.

(5) MotorSport NZ shall allot a unique number to each Licence issued.

(6) MotorSport NZ shall maintain a register of Licences issued to Competitors and Officials.

45. Under-16 Applicants and Junior Competitors: In addition and without prejudice to the provisions of Appendix One as to the types of Competition Licences required to take part in any Sanctioned Series, Meeting or Event together with the qualifications, experience and training required of any person to hold any Licence, MotorSport NZ may require any applicant for a Competition Licence who is under the age of 16 years at the date of application, to provide a statutory declaration from one(1) of the applicant's parents or from the applicant's legal guardian

consenting to such application, in such form as MotorSport NZ may prescribe from time to time.

46. Validity of Competition Licences:

(1) A Competition Licence is not valid when a Competitor is under a sentence of suspension, or disqualification in accordance with this Code.

(2) An International Entrants or Competition Licence issued by MotorSport NZ shall be valid in all countries represented on the FIA and shall entitle the holder of the Licence to enter or drive in all Meetings or Events organised in accordance with this Code and, subject to the provisions of Article 49 of this Code, in all Events in the International Sporting Calendar.

47. Nationality of a Competitor: Competition Licence holders may only hold one(1) licence issued by an ASN at one time. In the event of a Competitor wishing to change his or her country of residence, MotorSport NZ may, in its discretion permit such Competitor to cancel his or her MotorSport NZ Licence during the currency of such Licence in order to obtain another licence from an ASN provided however that MotorSport NZ will not issue a new Licence to any such Competitor until after the end of the next calendar year.

48. Production of Licences: All Entrants, Competitors or Officials at a Meeting or an Event must, if requested by an Official of the Meeting or Event or by an Official of the Championship or Accredited Series of which the Meeting or Event is a round or by MotorSport NZ, produce their Licence. If a physical licence card is presented, then this must be countersigned in ink by the holder.

Any Competitor who for any reason is unable to produce their licence when requested, shall:

(1) where the licence is proved to be valid in the MotorSport Online system, may have the penalty as prescribed in Appendix One Schedule P applied, or

(2) where the licence is proved not to be valid in the MotorSport Online system, or the MotorSport Online system is unable to be accessed, forthwith complete and deliver to the Official or MotorSport NZ (whoever may have requested production of the licence) an application for a replacement licence together with the applicable fee for the licence grade required, plus a priority fee of 50% (which fee less the 50% priority fee, shall be refunded by MotorSport NZ upon subsequent production of the Competitor's original licence).

49. Using a Licence in a Foreign Country:

(1) MotorSport NZ shall provide such permission's, visas and consents as may be permitted by the FIA to allow holders of Competition and Entrant's Licences to compete in Series, Meetings and Events outside New Zealand and MotorSport NZ shall in Appendix One of this Code, from time to time prescribe requirements and procedures for the making of application for such permission's, visas and consents.

(2) No holder of a Competition Licence or Entrant's Licence may compete in a Series, Meeting or Event outside New Zealand without the prior approval of MotorSport NZ, application for which must be made to MotorSport NZ in accordance with the requirements prescribed by MotorSport NZ in Appendix One of this Code.

50. Replacement of Competition Licence: Any Competitor requiring a physical licence may obtain this at any time by making application to MotorSport NZ and upon payment of the appropriate fee set out in Appendix One of this Code.

51. Expiry Date of Licence:

(1) All Competition Licences other than International grade Competition Licences shall expire on each anniversary of the initial date of issue thereof unless the Licence has lapsed for more than one(1) year, in which case a new Licence must be applied for.

(2) All International Grade Competition Licences shall expire on the 31st December of each year.

52. Renewal of Licence:

(1) All Competition Licences may be renewed at any time up to one(1) month prior to their expiry date.

(2) A new Competition Licence shall be issued in the same grade and the same class as it was previously held, provided it was held in that class not more than two(2) years prior to the date of the new application.

53. Disqualification or Suspension of Licence: Any Licence Holder or Member of MotorSport New Zealand or its affiliated clubs that brings the Sport into disrepute in any way may, in addition to any other applicable penalty under this Code, have their Licence disqualified or suspended. Without limiting the preceding part of this provision, MotorSport NZ may conclude that such a person brings the Sport into disrepute if in respect of any Meeting, Event, Record Attempt or any other motorsport activity in respect of which a permit has not been issued in accordance with this Code they:

(1) enter, drive, officiate, organise, or in any other way take part, in circumstances that give the impression, expressly or impliedly, that their activity or the activity was in any way authorised or endorsed by, or run under the authority of, MotorSport NZ or the FIA; or

(2) wear MotorSport NZ or FIA official's clothing, use MotorSport NZ or FIA equipment, or specific MotorSport NZ practices and procedures that are the property of MotorSport NZ, while fulfilling any official role (without express authority from MotorSport NZ).

54. Refusal to Issue or Renew a Licence: MotorSport NZ may refuse to issue or renew a Licence upon grounds that are justified in the circumstances.

55. Driving School Licence and Instructor's Licence:

(1) MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the qualifications, experience and training required of any person, firm or corporation to hold a Driving School Licence and for any person to hold an Instructor's Licence, the process to be used and the fees to be paid in applying for such Licences.

(2) MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the syllabus of courses which the holder of a Driving School Licence may conduct in order for any person to obtain a Competition licence or any Official's Licence from MotorSport NZ.

(3) The issue of a Driving School Licence shall imply a non-exclusive, non-assignable licence to the holder thereof for the duration of the Licence, to use such trade marks as are owned or controlled by MotorSport NZ and shall grant to the organiser such further rights and licences as may be necessary or desirable for the holder to hold itself out as licensed and authorised by MotorSport NZ, in each case in such form and style and upon and subject to such terms and conditions as MotorSport NZ may stipulate.

Last updated: 1 February 2024

Amendment Number	Date Published	Date Implemented	Article Number
36077	1 February 2024	1 February 2024	Information

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Textual changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART IX – PROTESTS

Information: For further information on rights of protest and associated time lines refer to the chart at the end of Guidance of Officials, or further information on the Inquiry and Judicial Hearing process and associated time lines refer to the chart at the end of Guidance of Officials.

108. **Right to Protest:** A Competitor shall have the following rights of protest:

(1) Against any alleged:

(a) Technical ineligibility of a competing vehicle; or

(b) Ineligibility of another Competitor,

To enter or compete in any Event; and

(2) Against the composition of a heat, group, class or handicap; and

(3) Against any alleged:

(a) Technical ineligibility of a competing vehicle in; or

(b) Disciplinary infringement of another Competitor,

During an Event; and

(4) Against the results of classification of an Event; and

(5) Against any alleged:

(a) Mistake made in relation to; or

(b) Breach of; or

(c) Irregularity in the application of this Code or the Standing Regulations or the Supplementary Regulations (if any) by any Official of a Meeting or Event or against any:

(d) Decision taken or penalty imposed by; or

(e) Action of; or

(f) Inaction of any Official of a Meeting or Event; and

(6) Against any alleged:

(a) Mistake made in relation to; or

(b) Breach of; or

(c) Irregularity in the application of;

this Code or the Articles of a Sanctioned Series, or against any:

(d) Decision taken or penalty imposed by; or

(e) Action of; or

(f) Inaction of any Official of a Sanctioned Series.

109. Lodging a Protest into the Conduct of a Sanctioned Series, Meeting or Event:

(1) Every protest shall be in writing and accompanied by a fee, the level of which shall be prescribed by MotorSport NZ in Appendix One of this Code from time to time, which fee shall only be returned if the protest is prima facie well-founded or if so directed by MotorSport NZ.

(2) All protests are where possible, to be lodged using MotorSport NZ's official protest form in force from time to time and must be addressed to the Stewards of the Meeting provided however that all protests are to be lodged with the Clerk of the Course for conveying to the Stewards of the Meeting. On occasions where the Clerk of the Course cannot be reached the protest can be conveyed directly to the Stewards.

(3) A protester may withdraw any protest at any time, including during the protest hearing. Where a protest is withdrawn following the initiation of the hearing process by the Stewards, the protest fee shall be forfeited.

(4) No protest may be made against the alleged ineligibility or infringement of more than one(1) Competitor or more than one(1) competing vehicle.

(5) The lodging of a protest does not of itself suspend the application or effect of any penalty imposed which is subject of, or a consequence of, the protest lodged.

110. Time Limits for Protests:

(1) A protest against the entry of a Competitor or Driver or Entrant or vehicle to enter or compete in an Event must be lodged no later than sixty(60) minutes after the official end of initial scrutineering (if any) or (if none) no later than sixty(60) minutes prior to the start of the Event.

(2) Protests against the composition of heats, groups, classes or Handicaps given must be lodged at least sixty(60) minutes before the due time of the Event.

(3) Protests against decisions of any official of a Meeting or an Event must be lodged within sixty(60) minutes of the decision being notified in writing to the Competitor or in the case of Competitors where the Entrant is not also the Driver, the Entrant's representative.

(4) Protests against any mistake made, or irregularity in the application of, or alleged breach of this Code or the Standing Regulations or the Supplementary Regulations (if any) of the Meeting or Event on the part of any Official or against any technical ineligibility of any competing vehicle or against any disciplinary infringement by any other competitor in an Event which has concluded shall be lodged as follows:

(a) In the case of Races, Sprints, Hillclimbs and Autocrosses, within sixty(60) minutes of the finish of the last vehicle in the Event class or group;

(b) In the case of Rallies, within sixty(60) minutes of the Protestant's finishing time in the Event;

(c) In the case of Trials, within sixty(60) minutes of the Competitor against who the protest is lodged finishing the Event or within sixty(60) minutes of any refusal of a claim lodged under Articles 18 and 19 of Schedule T of Appendix 5 of this Code.

(5) Protests regarding the findings of Scrutineers or Technical Officers of a Meeting or Event at the final examination of competing vehicles must be lodged within sixty(60) minutes of their findings being published. In the case of checks carried out away from the venue by the scrutineers or Technical Officers of a Meeting or Event, such a protest must be lodged within sixty(60) minutes of the time the Competitor is notified of the results of the check.

(6) Protests against the results or classification of an Event must be lodged within thirty(30) minutes after the publication of the provisional results for the Event, class or group. Entrants must have previously been advised of the time and place of such publication and of each subsequent publication but only if such subsequent publication pertains to the previous publication.

(7) Protests against the inaction of any Official of a Meeting or Event must be lodged within sixty(60) minutes after the publication of the provisional results of the Event.

(8) Protests against the results of an Event which are required to be posted to Competitors within a specified time after the Event, shall be lodged as follows:

(a) In the case of all Events, within 72 hours of dispatch of the results; or

(b) If a time is specified by the Stewards on the Official Notice Board, within such time.

(9) Protests against the action of any Official of the Series must be lodged within sixty(60) minutes of the Competitor receiving notification of the action.

(10) Protests against any mistake made, or irregularity in the application of, or alleged breach of this Code or the Articles of a Sanctioned Series on the part of any Official of the Series must be lodged within sixty(60) minutes of the finish of the last vehicle in the Event class or group in relation to which it is protested the mistake or breach was made, or the irregularity took place.

(11) Protests against the inaction of any Official of a Sanctioned Series must be lodged with the Stewards within sixty(60) minutes after publication of the provisional results of the Event in relation to which it is protested the Official should have acted.

111. Action by the Stewards on Receipt of a Protest:

(1) The Stewards shall consider all protests as urgent and shall take steps as soon as possible after receiving the protest, to convene a hearing.

(2) The Stewards shall notify the Protestant and the party or parties against who the protest is lodged as to the time and place of such hearing and the details of the protest.

(3) If a protest is lodged with or delivered to them personally, the Stewards shall notify the Clerk of the Course of the Meeting or Event that a protest has been received.

(4) The Stewards shall determine if the protest was received within the time or times specified in Article 110. If it appears to them that the protest was received out of time, they shall so inform the Protestant provided however that if the Stewards consider that it was physically impossible for the protest to be lodged within that time, they may, in their absolute discretion, agree to hear the protest which will then be deemed to be valid.

112. Protest Hearings:

(1) The concerned parties shall be summoned to appear at the hearing convened by the Stewards. Such notification shall where possible, be given in writing and delivered personally to the party concerned or some person appearing to have ostensible authority for the person concerned. Proof of delivery shall, where possible, be obtained by signature of the recipient and the Stewards should ensure that summons has been personally received by all persons concerned before proceeding with the hearing.

(2) The parties concerned may be accompanied by witnesses and the Stewards may, during the hearing, allow further witnesses to be called. In the absence of any of the parties concerned or witnesses at a hearing of the Stewards, judgment may be by default.

(3) The protester at a hearing will make their initial statement and be questioned on it, followed by the respondent making their initial statement and be questioned on it. Then witnesses (if any) may be called. While Stewards' Hearings are of necessity informal, order must be maintained. Hearsay is admissible, but will be treated with due care by the Stewards. The parties concerned must be asked to retire from the hearing while the Stewards deliberate and come to a decision on the protest.

(4) At the conclusion of the hearing the Stewards may;

(a) Inflict a Penalty under the authority of Article 90.

(b) Order that any party to the hearing shall pay fair and reasonable travel costs of the Stewards and of any other party attending the hearing.

(5) If judgement cannot be given immediately after the hearing, then the parties concerned should be advised within one(1) hour of the end of the hearing, of the time and place at which the decision will be given. In the case of a tied vote amongst the Stewards, the Chairman of the Stewards shall have the casting vote.

Information: *Refer to Procedures for the conduct of a hearing flow chart (copy included at the end of Guidance of Officials).*

113. **Inadmissible Protests:** The only protests, which are inadmissible, are:

(1) Protests not lodged in writing, not containing the grounds of protest or not accompanied by the correct fee;

(2) Protests lodged out of time;

(3) Protests against the decisions (excluding penalties) of judges of fact;

(4) Protests signed by more than one(1) Entrant or Driver;

(5) Protests against more than one(1) Competitor;

(6) Protests regarding refusal of an entry; and

(7) Protests against the imposition of drive through penalty.

114. **Decision of the Stewards:** The Stewards shall render their decision to the parties concerned after their hearing. This may be conveyed orally but must be followed by a written decision as soon as practicable and (if the hearing is held at the venue of the Meeting or Event) posted on the Official Notice Board. All parties concerned shall be bound by the decision handed down subject to the rights of appeal hereinafter provided. Neither the Stewards nor MotorSport NZ shall have the right to order that a Competition or Event shall be re-run. A decision communicated by email or facsimile shall be considered a written decision.

115. **Treatment of Protest Fee:** If a protest is withdrawn before the Stewards initiate the hearing process or in cases where a protest is upheld the protest fee will be refunded. The hearing process is initiated when a notice to appear at a hearing is issued.

In cases where a protest is withdrawn after the Stewards initiate the hearing process or is judged by the Stewards to be unfounded in whole or in part, the protest fee shall be retained and forwarded to MotorSport NZ.

If it is proved that the Protestant has acted in bad faith or that the protest is frivolous or vexatious, such finding shall be a breach of this Code which the Stewards may refer the matter to MotorSport NZ for penalty in accordance with this Code.

116. **Protests Affecting the Prize-giving:** No cash prizes may be presented to a Competitor until the time limit for protests and appeals in relation to the conduct of the Meeting or Event has expired and the Clerk of the Course or the Stewards have signed the final results. If a protest or appeal has been lodged and the final decision has not been made, the list of awards and prizes must be published provisionally and bear the wording “Subject to protest or appeal”.

117. **Publication of Judgement**: MotorSport NZ shall have the right to publish or cause to be published any judgement and to state the names of all parties concerned. The persons referred to in such notices shall have no right of action against MotorSport NZ or against any person publishing the said notice.

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NATIONAL SPORTING CODE – PART V – COMPETING VEHICLES & SCRUTINEERING

56. Advertising on Competing Vehicles:

(1) Subject to paragraphs (2) and (3) of this Article and without affecting in any way any requirements in the Supplementary Regulations (if any), or the Sanctioned Series Articles as to size, location or dimension of competition numbers, advertising on competing vehicles is free.

(2) No organiser of a Series, Meeting or Event may restrict any Competitor in the Series, Meeting or Event from placing advertising on the Competitor's competing vehicles or protective clothing or helmet unless such restrictions are required by law or by the Schedule to an Appendix of this Code which governs the eligibility of the competing vehicle to enter the Series, Meeting or Event.

(3) Any obligation intended to be imposed by the organiser of a Sanctioned Series, Meeting or Event upon the Competitors therein to affix any advertising on the Competitor's competing vehicle, protective clothing or helmet must be stated in the Series' Articles or Supplementary Regulations in which case such requirement shall be a condition of entry.

(4) The placement of advertising on any competing vehicle or on any Competitor's protective clothing or helmet and the size, location or dimension of competition numbers shall not form the basis of any protest between Competitors but may make the Competitor subject to discipline by the organiser of the Series, Meeting or Event or by MotorSport NZ.

57. False Advertising: Any Entrant or Competitor advertising or publicising the result of any Series, Meeting, Event or Record Attempt must not, in such advertising or publicity, engage in any misleading or deceptive conduct or make any false or misleading representation and the Entrant shall ensure that any of its sponsors advertising or publicising the same are aware that they are dealing with the results of a MotorSport NZ championship, Meeting, Event or Record Attempt and that they are not to engage in any false or misleading conduct or make any false or misleading representation in relation thereto.

58. Scrutineering:

(1) Subject at all times to the International Sporting Code, MotorSport NZ shall in Appendices Two, Three, Four, Five and Six of this Code, prescribe from time to time for competing vehicles in Series, Meetings and Events safety requirements together with procedures and requirements to be adopted and complied with by all organisers, Officials and Competitors therein as to scrutineering competing vehicles for compliance with all such safety

requirements and vehicle classifications, specifications, definitions and regulations.

(2) Notwithstanding anything to the contrary expressed or implied in this Code or in any Appendix to this Code or any Schedule to an Appendix to this Code, the onus shall at all times be upon the Driver of a competing vehicle to prove the conformity of their vehicle with any safety requirement or vehicle classification, specification, definition or regulation.

59. **Reclassification of a Vehicle:** Without prejudice to the right of an Entrant to change the competing vehicle to be driven by the competitor nominated by the Entrant pursuant to Article 37 of this Code, should during initial scrutineering (if any), a competing vehicle prove not to be in conformity with the vehicle classification, specification, definition or regulation governing the Sanctioned Series, Meeting or Event in which it is entered, the scrutineers may recommend to the Clerk of the Course that it be reclassified. Any such vehicle may only be re-classified if:

(1) The irregularity did not occur as a result of an attempt to gain an advantage; and

(2) The proposed change will give no advantage to the Entrant or Competitor of the competing vehicle; and

(3) The proposed change is into a higher performance or capacity class or group and does not prevent another Competitor from starting;

And any such change, which is accepted by the Clerk of the Course, shall be posted on the Official Notice board within thirty(30) minutes of the end of scrutineering. Any such reclassification shall be subject to the protest of any other Competitor.

60. **Parc Fermé:**

(1) The Championship or Sanctioned Series Articles shall specify whether a parc fermé shall be established at any Meeting or Event forming a round of the Championship or Series for those competing vehicles.

The Technical Officer(s) or Chief Scrutineer appointed to the Meeting or Event shall advise competitors in such Championship or Series of the location of the parc fermé.

(2) When provided for, each parc fermé must be of adequate dimensions and adequately closed-off so as to ensure that no unauthorised person may gain access while competing vehicles are in the parc fermé. The area between the finish line and the parc fermé entrance shall be deemed to be and must be operated as part of the parc fermé.

(3) Other than the Drivers and Co-Drivers driving their competing vehicles to the parc fermé, no Competitor may enter a parc fermé without the permission of the Officials appointed by the organisers to be responsible for the parc fermé.

(4) No intervention is permitted on the competing vehicles in a parc fermé unless provision to this effect is explicitly made in the Articles of the Championship or Sanctioned Series or the Supplementary Regulations of the Meeting or Event.

(5) Vehicles may only be released from a parc fermé;

(a) At the expiry of the time limit for Protest, by the appointed Event Director or Race Director or the Clerk of the Course, or

(b) Prior to the expiry time limit for Protest, by the appointed MotorSport NZ Technical Officer(s) or the appropriate Series Scrutineer, with the approval of the Meeting or Event Stewards.

61. **Homologations:** MotorSport NZ shall from time to time consider applications from manufacturers of competing vehicles for homologation into any vehicle classification, specification, definition and regulation in an Appendix or a Schedule to an Appendix of this Code and (if granted) all such homologations shall become effective on the first(1st) Working Day of the month following the date of the grant of the homologation.

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NATIONAL SPORTING CODE – PART VI – CIRCUITS, VENUES AND COURSES

62. International Venues:

(1) No International Meeting or Event or International Record Attempt or World Record Attempt under the authority of MotorSport NZ or the FIA may be held without a Licence in respect of the venue thereof being issued by the FIA.

(2) Any application for a Licence for either a permanent or temporary venue for such an International Event or International Record Attempt or World Record Attempt must be made to the FIA by MotorSport NZ for and on behalf of the organiser or venue owner or operator, and all and any correspondence and communication in connection with such application which must be made to the FIA, shall be made by and through MotorSport NZ at all times to the exclusion of the organiser or venue owner or operator.

(3) The FIA will issue such a Licence in respect of a venue (if the venue is to be used for an International Meeting or Event) only if a Venue Licence has been issued by MotorSport NZ in respect of the venue in accordance with this Code and if the venue complies with MotorSport NZ's criteria in force from time to time and any such Licence will be valid for the period stated in the Licence and may (in the FIA's discretion):

(a) Restrict the venue to certain classes or types of competing vehicles;

(b) Prescribe the maximum number of competing vehicles able to take part at one time;

(c) Specify the length of the circuit;

(d) Specify in an addendum to the Licence, the safety equipment required to be in place for International Events; and

(e) Be withdrawn by the FIA at any time or refused renewal.

(4) Any Licence issued by the FIA must be displayed in a prominent position at the venue in order that it is accessible to Competitors at any Meeting or Event to which the licence applies.

63. Venue Licence:

(1) MotorSport NZ shall in Appendix One and Appendix Two Schedule H of this Code, prescribe from time to time the requirements of any circuit (either permanent or temporary) or any other venue in respect of which MotorSport NZ shall require a Venue Licence to be issued (for any activity under the authority of MotorSport NZ or the FIA) and the forms for and the fees to be paid in applying for a Venue Licence together with the grades of Licence to be issued and the types of competing vehicles for which such Licence may permit Events to be held on the circuit or venue.

(2) The issue of a Venue Licence shall imply a non-exclusive, non-assignable Licence to the holder thereof for the duration of the Licence, to use such trademarks as are owned or controlled by MotorSport NZ and shall grant to the organiser such further rights and licences as may be necessary or desirable for the holder to hold itself out and the circuit or venue as licensed and authorised by MotorSport NZ, in each case in such form and style and upon and subject to such terms and conditions as MotorSport NZ may stipulate.

(3) MotorSport NZ IP Licence(s):

(a) The holder of any Venue Licence under this Code grants to MotorSport NZ a MotorSport NZ IP Licence, in accordance with Article 5 of this Code and this Article 63(3) of this Code.

(b) The MotorSport NZ IP Licence:

(i) applies to all Commercial Rights that the holder of a Venue Licence owns, holds or controls, or otherwise has the permission of the owner to use, in connection with its activities in accordance with the Venue Licence.

(ii) comes into effect when MotorSport NZ grants the relevant Venue Licence.

(iii) continues in effect until the end of the period for which the Venue Licence is granted or any lawful termination of the MotorSport NZ IP Licence; and

(iv) further continues in effect (notwithstanding Article 63(3)(b)(iii) above) indefinitely with respect to Commercial Rights (including rights regarding words or images) that have been used by MotorSport NZ pursuant to the MotorSport NZ IP Licence during the term of the Venue Licence.

(c) If for any reason (whether insolvency or otherwise) the grantor of the MotorSport NZ IP Licence ceases to fulfil or cannot fulfil their obligations under the relevant Venue Licence then at MotorSport NZ's sole option MotorSport NZ may continue to use and/or sub-licence the use of those Commercial Rights to any other party in connection with the activities that are subject to the Venue Licence, so far as MotorSport NZ considers it is necessary to allow any MotorSport NZ or FIA permitted, sanctioned, traditional or generally regular calendar event or activity to proceed.

(d) Each entity that grants a MotorSport NZ IP Licence:

(i) warrants to MotorSport NZ that they own, hold, control all Commercial Rights, or otherwise have the permission of the owner of, any relevant Commercial Rights to which the MotorSport NZ IP Licence applies; and

(ii) agrees to indemnify and hold harmless MotorSport NZ (and any associated entities or individuals relying on the MotorSport NZ IP Licence) in respect of

any claim or action by any other party in relation to the use of Commercial Rights pursuant to the MotorSport NZ IP Licence.

(e) If MotorSport NZ and the grantor of a MotorSport NZ IP Licence agree that any Venue Licence appears to be capable of commercial exploitation for gain, then they may enter into a separate document comprising a MotorSport NZ IP Licence on terms consistent with this Article 63(3) of the Code, but otherwise as agreed between the parties.

(i) If the terms of such a separate licence are agreed, and the document is signed and currently in effect, then it shall comprise the relevant MotorSport NZ IP Licence for the purposes of this Code.

(ii) But unless and until any separate licence is executed and in force between those parties the MotorSport NZ IP Licence provided for in Article 5 and Article 10(1)-10(4) of this Code applies.

64. **Venue Log Book:** The holder of a Venue Licence for a permanent circuit or track shall provide a suitable Venue Log Book, which shall be made available at all Meetings or Events to the Event Director and/or Race Director (where appointed), Clerk of the Course, Meeting Stewards and at all other times on request of a member of the Circuit Safety Department. The Venue Log Book is to contain (at least):

- A copy of the current Circuit licence,
- The current Venue Plan,
- The current Safety Plan,
- A record of the regular maintenance schedule requirements, and
- A record of events held at the venue, including reports of any damage (including rectification) arising from that event.

65. **Obligations of Venue and Circuit Owners or Operators:**

(1) MotorSport NZ shall in Appendix One of this Code, prescribe from time to time the requirements and obligations of the holder of a Venue Licence as to maintenance, upgrading and inspection of the circuit or venue in respect of which a Venue Licence has been issued and the holder of such Licence shall comply with and perform all such requirements and obligations.

(2) The holder of a Venue Licence shall make available to the Steward officiating at any National or International Race Meeting or Event conducted at the venue, the Venue Licence and the circuit or venue's log book and to the Stewards at all other Meetings or Events all safety information required to be made available by MotorSport NZ's Chief Track Inspector.

(3) The holder of a Venue Licence shall reinstate or carry out temporary repairs to any safety barrier or device which has been damaged, displaced or destroyed during any Meeting or Event, such repairs to be inspected and approved by the Stewards prior to the continuation of the Meeting or Event.

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Amendment Number	Date Published	Date Implemented	Article Number
36098	19 December 2024	1 January 2025	Article 85 – Duties of Technical Officers Appointed by MotorSport NZ
36067	1 September 2023	1 September 2023	Article 71 – Necessary Officials of Certain Meetings and Events
36044	19 April 2022	19 April 2022	Article 77 – Authority of the Stewards

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART VII – OFFICIALS

66. **Officials of a Meeting or Event:** The Officials of any Meeting or Event shall be those who MotorSport NZ shall, in Appendix One of this Code, designate from time to time.

MotorSport NZ shall, in addition to those Officials set out in Appendix One of this Code, be entitled to appoint an Observer to a Meeting or Event, for the purpose of observing and checking both the organisation and operation of the Meeting or Event.

67. **Officials of a Sanctioned Series:** The Officials of any Sanctioned Series shall be those who MotorSport NZ shall, in Appendix One of this Code, designate from time to time together with such other officials as may be nominated in the Series Articles by the Series organiser.

68. **Other Officials:** As a condition of or a prerequisite to the issue of a Permit, and if the same shall be necessary or desirable to ensure that the conduct of the Series, Meeting or Event is fair and safe, MotorSport NZ shall in addition to those Officials set out in Appendix One of this Code, be entitled to require from time to time other Officials of any Series, Meeting or Event to also be licensed.

69. **Right of Supervision:** Without prejudice to its power to appoint an Event Director, Race Director, Technical Officers and Scrutineers pursuant to Article 70 and without prejudice to the operation of Article 68, MotorSport NZ may in respect of any Meeting or Event at which is to be held or which is a round of any MotorSport NZ Championship, Trophy or Cup, require a specific number of Stewards to be appointed and may itself appoint such other persons to attend as an observer and further, may appoint such inspectors, observers, delegates or other Officials to supervise and control the track, course, Meeting and Events as it may see fit from time to time.

70. **MotorSport NZ Appointed Officials:** At any Meeting or Event, MotorSport NZ may appoint an Event Director and where appropriate an Assistant Event Director or Assistant Event Directors, or Race Directors to supervise the Meeting or Event in conjunction with other Officials of the Meeting or Event and further, may appoint Technical Officers and Scrutineers for the specific purpose of determining vehicle eligibility. Any such appointment shall be made in writing and subject to Articles 78, 84 and 85 of this Code (as applicable), shall (if appropriate) specify the topics or areas in which the appointed Officials shall have overriding authority.

71. Necessary Officials of Certain Meetings and Events:

(1) There shall be three(3) Stewards appointed to all MotorSport NZ Championship Rallies, and Race meetings where MotorSport NZ Championship Series are in attendance.

(2) There shall be at least two(2) Stewards appointed to all other Race meetings and Rallies, the NZ ClubSport Championships and the NZ Hillclimb Championship Final Round, and ClubSport Advanced Team Drift and Team Battle Events.

(3) There shall be at least one(1) Steward appointed to Rallysprints, Hillclimb Championship Qualifying Round(s), Championship Trials and to other Events except ClubSport Basic Events save for Driver Training Events where a Steward is required.

(4) For ClubSport Basic Events (other than Competitor Coaching) a Steward or Safety Officer may, at the discretion of the Permit Issuing Authority be appointed should it be considered appropriate to do so. Where appointed the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only.

(5) At all Meetings and Events, the organisers shall appoint a Clerk of the Course and at all Competitions decided wholly or partly by time, one(1) or more timekeepers

72. Appointment of Officials of Meetings, Events and Sanctioned Series:

(1) The Stewards, any Event Director or Assistant Event Directors, Race Director(s) and any Technical Officers shall be appointed by MotorSport NZ.

(2) One(1) of the Stewards appointed shall be the Chairman of the panel of Stewards and as such, will have a casting vote as well as a deliberative vote.

(3) Subject to the power of MotorSport NZ to appoint and nominate certain Officials pursuant to Article 68 of this Code, all Officials of a Sanctioned Series, Meeting or Event other than the Stewards shall, subject to the approval of such nominees by MotorSport NZ, be appointed and nominated by the Member Club organising the Series, Meeting or Event.

73. Non-arrival of Appointed Stewards:

(1) If before the commencement of any Meeting or Event, the Stewards (or any replacement Stewards appointed by MotorSport NZ) or any of them appointed by MotorSport NZ has not arrived at the venue for any reason, every endeavour must be made by the organisers to reach the Steward to ascertain their availability and likely time of arrival at their venue. If the Steward cannot be reached, every endeavour must be made to contact the Permit Issuing Authority to have another Steward appointed who can reach the venue in reasonable time for the Event. If either this is not possible for some reason or it will cause undue delay to the commencement of the Event, paragraph (2) of this Article shall apply and the organiser of the Event must take written notes of events, including notes of all times and personnel involved.

(2) If the appointed Stewards of an Event or any of them is not able to arrive in time and there being insufficient Stewards present to satisfy the requirements of the Permit, and the organiser of the Event is not, in accordance with paragraph (1) of this Article, able to reach the Permit Issuing Authority, the organiser must:

(a) Check if a Steward is in attendance at the Meeting or Event, in the capacity of spectator, Competitor, or organising Official;

(b) If there is a Steward present, and is prepared to act as a Steward of the Meeting, ask them to give up their position as an organising Official or a Competitor;

(c) If no Steward is present, appoint a responsible member of the organising club to act as a Safety Officer, (who is to be other than the Clerk of the Course).

(d) On accepting the responsibilities to act the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only and will collect any documentation and protests for later action by a MotorSport NZ Steward.

(3) If the appointed Steward or the substitute Steward appointed by the Permit Issuing Authority subsequently arrives at the Meeting or Event venue, they will immediately take up the appointment as Steward of the Meeting.

(4) In the event of any of the circumstances in paragraphs (1), (2) and (3) of this Article arising in relation to any Event, the Steward appointed by MotorSport NZ must render to the Area Steward or Permit Issuing Authority, a written report on the cause of the delay in arriving at the venue.

74. **Demarcation of Duties:** An Official shall not:

(1) Perform any duties other than those attached to the Official's appointment or appointments as set out in this Code, or the Standing Regulations, or the Supplementary Regulations (if any) or the Sanctioned Series Articles except in cases of force majeure;

(2) Compete in any Meeting or Event in which they are acting as an Official, except;

(a) In the case of such Events as may be nominated by MotorSport NZ for the purpose in Appendix One of this Code where, upon the successful completion of appropriate duties, Officials such as the Secretary, Scrutineers or pit paddock marshals may take part in the Competition provided however that the Steward and the Safety Officer may not compete in the Event under any circumstances.

(b) The Clerk of the Course may compete in ClubSport Basic status events provided an alternative, suitably experienced person is available to control the event during the competition of the Clerk of the Course and a clear handover of responsibilities is made.

(c) The Clerk of the Course may compete in ClubSport Advanced status events, with the exception of MotorSport NZ Championship or Sanctioned Series events, Street Sprints, Rallysprints or Grass track racing events provided a licensed Clerk of Course is available to control the event during the competition of the Clerk of the Course, and a clear hand over of responsibilities is made.

75. **Reimbursement of Officials:** Officials appointed by MotorSport NZ to Meetings or Events are entitled to claim from;

(1) MotorSport NZ, (for all MotorSport NZ Championship Rallies and MotorSport NZ Premier Race Championship meetings), or

(2) The organiser, (for all other Meetings or Events).

Reimbursement for their out-of-pocket expenses directly incurred in attending and in performing their duties prescribed from time to time by MotorSport NZ in Appendix One.

All such reimbursements must be claimed from either MotorSport NZ or the organiser,

as appropriate, within 21 days of the Meeting or Event and shall be evidenced by supporting GST invoices and receipts.

Organisers may, in consultation with such officials, make suitable accommodation and travel arrangements on the proviso that the Officials concerned are to be notified at least 28 days prior to the Meeting or Event.
Failing such notification, the Officials are to make their own arrangements.

Any delay in payment of such expenses by an organiser shall be a breach of this Code by the organiser and must be reported to MotorSport NZ.

Other Officials may be remunerated or claim reimbursement for their expenses incurred by the organiser of a Meeting or an Event as may be agreed between them and the organiser prior to the Meeting or Event, and at all times, as may be approved by MotorSport NZ.

76. **Duties of the Stewards**: The Stewards are in no way to be responsible for nor be held to be responsible for the organisation of any Meeting or Event. The main duties of the Stewards are to enforce this Code, the rules and regulations governing the Meeting or Event and to settle any disputes, which arise therefrom, and in particular they must:

(1) At the end of any Meeting or Event where a licensed Clerk of the Course was, due to the status of the Meeting or Event, responsible for the conduct of the Meeting or Event, report to MotorSport NZ such matters as MotorSport NZ may require, such report containing all details of penalties imposed, protests lodged, protests heard, protests declined and protests decided together with any recommendations to MotorSport NZ as to further penalties or sanctions, appeals notified, together with a report on the competence of the organisers. This report is to be sent to MotorSport NZ and no other person whomsoever;

(2) Once the Meeting or Event has commenced, keep the Event Director (if any), Race Director (if any) and the Clerk of the Course informed as to their whereabouts;

(3) Be present at the Meeting or Event from the time of first scrutineering or administrative checking (if practicable) to the end of the time limit for protests or appeals following the publication of provisional results or until all protests are dealt with or until the conclusion of any final scrutineering or dismantling at the venue (whichever is the later);

(4) Adjourn any protests to a time and place suitable to all parties;

(5) Investigate or cause to be investigated any incidents or breaches of the rules and regulations covering the Meeting or Event or of this Code which they observe or which are reported to them. In general, the Stewards become empowered to act in accordance with NSC Article 19 (any disputes prior to this time will be dealt with by MotorSport NZ which alone, shall decide disputes regarding entries or proposed changes to the rules or regulations up to this moment);

(6) (Notwithstanding the results of any Event being held over pending the outcome of a technical inspection) end their role when all protests are heard and the time for lodging a notice of intention to appeal has expired or when any inquiry held by an Event Director or Race Director is complete (whichever is the later).

There may be more than one(1) panel of Stewards at any Meeting or Event to cater for different Events contested at that Meeting or Event.

77. **Authority of the Stewards:** The Stewards shall once they become empowered to act by virtue of Article 76, have the authority to perform any of the tasks set out in this Code as to be

performed by the Stewards, to enforce this Code, the rules and regulations of the Meeting or Event and the Articles of any Accredited Series a round of which is held at the Meeting or Event, to settle any protests which may arise (subject however to the rights of appeal provided in this Code) and in particular, they may:

(1) In exceptional circumstances amend the Meeting or Event rules or regulations;

(2) Forbid the running of any Meeting or Event, which is not in conformity with this Code, the Meeting or Event rules or regulations or in a case of force majeure or for safety reasons;

(3) Modify or require modifications to the programme, the services or installations, (whether or not they have been suggested by the Event Director, Race Director, or the Clerk of the Course) in order to ensure greater safety for the Competitors or the public;

(4) Appoint replacements in the absence of some of their number to ensure that the required numbers of Stewards are present. Such replacement Stewards shall be deemed to be Stewards of the Meeting;

(5) Prevent from competing any Competitor or any competing vehicle who or which they consider a source of danger or which is reported to them as such by the Event Director, Race Director, or the Clerk of the Course;

(6) Prohibit from taking part in, or if already started, prohibit further participation in any Sanctioned Series, Meeting or Event by any Competitor or competing vehicle who or which they consider to be ineligible to take part in such Series, Meeting or Event or which has been reported to them by the Event Director, Race Director, or the Clerk of the Course as being ineligible (in which event such action shall be taken to be a preventative measure and shall be without prejudice to the imposition of any further penalty or sanction);

(7) Exclude from any Meeting or Event, or otherwise penalise, any Competitor they find guilty of bad conduct;

(8) Postpone the Meeting or an Event in a case of force majeure or for reasons of safety;

(9) Stop any Meeting or Event for reasons of force majeure or safety;

(10) Accept or reject any rectifications proposed by a Judge;

(11) Authorise a restart after an Event has been stopped and determine if an Event should be concluded after it has been stopped by the Event Director, Race Director, or by the Clerk of the Course;

(12) Authorise a tiebreak in the event of a dead heat but in no circumstances may they order the Event to be re-run;

(13) Cancel or render null and void controls and stages in Rallies;

(14) Amend the classification;

(15) Inflict penalties;

(16) Recommend to MotorSport NZ that it take disciplinary action against a Member Club, Officer or Official in accordance with Articles 91 and 92 of this Code;

(17) Amend the point's classification of a Sanctioned Series a round of which is held at the Meeting or Event;

(18) Impose any penalties prescribed by the Articles of a Sanctioned Series a round of which is held at the Meeting or Event;

(19) Award costs;

(20) If appointed by MotorSport NZ act, in addition to all other duties of a Steward, as an Observer of the Meeting or Event observing and checking both the organisation and operation of the Meeting or Event.

78. Duties and Authority of Event Management (if appointed):

(1) Event Director: The Event Director (if appointed) shall have overriding authority until the conclusion of the meeting. An Assistant Event Director may also be appointed who shall carry out those duties of the Event Director as may be assigned to him and the Clerk of the Course may give instructions and directions only with the express consent of the Event Director or Assistant Event Director in each case, in accordance with this Code or the Standing Regulations or Supplementary Regulations (if any).

(2) Race Director: The Race Director (if appointed) will have authority for a specific category to manage category Articles, competition activity and to impose any penalties (subject to the requirements of Part VII). Driving Standards Observers may be appointed to assist.

79. Duties and Authority of the Clerk of the Course:

(1) The Clerk of the Course shall work in permanent consultation with the Event Director (if any) and/or Race Director (if any).

(2) The Clerk of the Course is responsible for the conduct of the Meeting or Event in accordance with this Code and, in particular, the Regulations governing it, except where an Event Director and/or Race Director (if any) has authority.

(3) For MotorSport NZ Championship Races and Rallies, the appropriate level of licence is required.

(4) If a Secretary of the Meeting is not appointed, the Clerk of the Course automatically takes on that responsibility. There may be different Clerks of the Course appointed for various events during a meeting. There may be one(1) or several Assistant Clerks of the Course appointed who are responsible to the Clerk of the Course.

(5) The role of the Clerk of the Course begins with the opening of entries and ends when their final report to the Stewards is signed. The Clerk of the Course shall in particular:

(a) Check that all members of the organisation are competent and aware of their duties;

(b) Co-ordinate and supervise the organisation of the events;

(c) Generally keep order in cooperation with all civil authorities;

(d) Ensure that all elements of the safety services and the safety barriers if required are in position and ready to carry out their duties or purpose. The Stewards should be informed if any of these elements are missing or impaired and should be advised by the Clerk of the Course as to the next step to be taken;

(e) Cooperate with any Official or observer appointed by MotorSport NZ, any conflict with whom, to be resolved by the Stewards;

(f) Control the running of the Meeting or Event and, if necessary, propose to the Stewards any proposal to modify the programme or itinerary whether for the interests of the Meeting or Event, the public, safety or force majeure;

(g) Check that results are established and distributed as quickly as possible to Competitors;

(h) Prevent from competing any vehicle that is of dangerous construction or condition;

(i) Stop by the appropriate means any Competitor who is dangerous to the public, or to other Competitors, and also those Competitors who the Stewards direct to be so stopped;

(j) Stop the practice or Meeting or Event when it is unsafe to continue;

(k) Ensure that each vehicle has the correct Competition number;

(l) Supervise the Entrants, Competitors and their competing vehicles to prevent any who have been disqualified, suspended or excluded or any ineligible Driver or vehicle from taking part in the Meeting or Event;

(m) Ensure that all Entrants, Competitors and Officials have the required Licences;

(n) Ensure that the correct Competitor drives each vehicle;

(o) Bring the vehicles in accordance with the established starting order to the start and if necessary, start them;

(p) Keep the Stewards fully informed regarding all incidents and conduct an inquiry into any incident if appropriate;

(q) Receive any protests and convey the same to the Stewards;

(r) Convey to the Stewards any breach of any rule by or misbehaviour of a Competitor;

(s) Convey to the Stewards any proposal to modify the rules or regulations or the programme;

(t) Collect the reports of timekeepers, scrutineers and observers and all other information necessary for the determination of the results of the Meeting or Event;

(u) Convey to the Stewards the provisional and final results;

(v) Ensure the security of the parc fermé and authorise the release of vehicles upon the expiry of the time limit for Protest, or authorisation prior to this time from the Stewards of the Meeting;

(w) Prepare and submit, with the assistance of the Secretary of the Meeting, the closing report of the Meeting or Event, and convey same to the Stewards and;

(x) Impose the penalties, which the Clerk of the Course shall have the authority to inflict for breach of the appropriate Appendices or Schedules to this Code and the Regulations of the Meeting or Event;

(y) Receive, deal with and resolve all and any complaints or requests for action received from any Competitor (including any complaint made pursuant to Article 31(2) by a Competitor as to manifest error in or omission from any results) or from any other Official of the Meeting or Event or from any Official of a Sanctioned Series of which the Meeting or Event is a Round;

(z) Receive, deal with and resolve all and any complaints received from any Competitor in the Meeting or Event which is a round of a Sanctioned Series that another Competitor or competing vehicle is, under the Articles of the Series, ineligible to compete in the Meeting or Event.

80. Duties and Authority of Sanctioned Series Officials:

(1) The duties and authority of all Officials of a Sanctioned Series shall be limited to and set out in the Series Articles and subject to paragraphs (2) and (3) of this Article, no official of the Series shall have any authority of any kind in relation to the organisation or conduct of any Meeting or Event which is a round of the Series.

(2) The Series Coordinator of a Sanctioned Series shall at a Meeting or Event which is a round of the Series, have the authority, in conjunction with the Series Scrutineer to determine the eligibility of any Competitor or competing vehicle to enter or compete in any Event which is a round of the Series (provided however, that upon determining any Competitor ineligible, the Series Coordinator shall report the same to the Clerk of the Course and shall have no power or authority to prevent such Competitor from entering or competing in the Event pursuant to Article 21(6) of this Code, such power to be exercised by the Clerk of the Course).

(3) The Series Scrutineer of a Sanctioned Series shall hold a MotorSport NZ Scrutineers Licence as prescribed from time to time in Appendix One of this code.

(a) The Series Scrutineer of a Sanctioned Series shall at a Meeting or Event which is a round of the Series, have the authority:

(i) To inspect any competing vehicle entered or competing in any Event which is a round of the Series; and

(ii) To impound and affix seals to and inspect for technical eligibility (including in the parc fermé if any) any competing vehicle which is entered in the Series.

81. Duties of the Secretary of the Meeting: The Secretary of the Meeting shall be responsible for the administrative organisation of the meeting and in particular, shall:

(1) Check the validity of all entries received and report thereon to the Organising Committee of the organiser;

(2) Check or cause to be checked each Competitor’s Licence;

(3) During the Meeting or Event, maintain the Official Notice board or boards;

(4) Publish on the Official Notice board or boards, all Official Bulletins from the Stewards and information from the Clerk of the Course;

(5) Send all necessary documentation to Officials and Competitors, before and after the Meeting or Event; and

(6) If necessary, assist the Clerk of Course to compile the final report.

82. **Duties of the Starter:** The principal duties of the starter are:

(1) To receive the vehicles proceeding to the starting area under the control of the Clerk of the Course and arrange them in their correct order on their start lines; and

(2) After ascertaining that the conditions for the start are complied with, start the Event.

83. **Duties of the Timekeepers**: The principle duties of the timekeepers are:

(1) To report to the Clerk of the Course at the beginning of the Meeting or Event to receive instructions;

(2) To check their equipment and verify its accuracy;

(3) To declare the time taken by each Competitor to complete the course; and

(4) Not to communicate any results or times except to the Stewards or the Clerk of the Course, Competitor Relations Officer(s) or except as may be instructed by these Officials.

84. **Duties of the Scrutineers:** Without prejudice to the duties and authority of a Series Scrutineer appointed under the Articles of any Sanctioned Series, Scrutineers are entrusted with the checking of competing vehicles for safety and for compliance with the various classifications, rules and regulations and the examination of the protective clothing and helmets of Competitors. In particular, scrutineers shall:

(1) Make these checks before the Meeting or Event when requested to do so by MotorSport NZ or the organiser and during the Meeting when requested by the Clerk of the Course or the Stewards or the Series Coordinator or Series Scrutineer; and

(2) Use only checking equipment of a type or types approved by MotorSport NZ;

(3) Not communicate any official information except to the Clerk of Course or Stewards, or Series Coordinator or Series Scrutineer;

(4) Report to the Clerk of the Course or Series Coordinator or Series Scrutineer any vehicle they consider dangerous in construction or unsafe or ineligible to compete; and

(5) Prepare and have the Chief Scrutineer sign their reports and forward them to the Official or MotorSport NZ, which ever may request such reports.

85. **Duties of Technical Officers Appointed by MotorSport NZ:** MotorSport NZ may appoint one(1) or more technical officers to attend Meetings and Events. Such technical officer or officers at a Meeting or Event, shall ensure that:

(1) An acceptable standard of scrutineering is maintained;

(2) An audit programme of inspections is undertaken for compliance with the relevant eligibility regulations covering the Meeting or Event;

(3) The results of any inspection are forwarded in writing to the Clerk of the Course as soon as practicable;

And may recommend exclusion of any competing vehicle from a round of any MotorSport NZ Championship on the grounds of eligibility, such recommendation to be reported to the Clerk of the Course either directly or indirectly through the Championship Coordinator. MotorSport NZ Technical Officers may also affix seals to competing vehicles and components thereof.

86. Duties of Judges:

(1) The organiser of any Meeting or Event may, in the Supplementary Regulations, appoint the following judges:

(a) Starting Judges appointed to supervise the starts who shall immediately point out to the Clerk of the Course any false starts which may have occurred;

(b) Finishing Judges, for any Event where the order in which Competitors pass the finishing line must be determined, appointed to make such a decision who may refer to the chief timekeeper prior to giving their decision;

(c) Judges of Fact, in an Event where a decision has to be given as to whether a Competitor has touched or passed a given line or upon any other similar act which has been laid down in the rules or regulations for the Event, who shall be responsible for one or several of these decisions;

(d) Technical Judges (who must be either the Chief Scrutineer of the Meeting or Event, or the Technical Officer appointed by MotorSport NZ in accordance with Article 70 of this Code, or the Series Scrutineer) who shall be responsible for inspecting competing vehicles for eligibility for the Meeting or Event and reporting their inspections to the Clerk of the Course and who shall, in the absence of manifest error, be judges of fact as to the weight and measurement of competing vehicles or controlled parts;

(e) Noise Judges appointed, for any Event where there are noise emission limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded;

(f) Tyre Judges appointed, for any Event where there are tyre limitations imposed, shall immediately inform the Clerk of the Course any instances where the limits are exceeded.

(g) Judges of Fact – Alcohol appointed, for any Event where there is alcohol testing being undertaken, shall immediately inform the Clerk of the Course any instances where the limits are exceeded.

(2) All judges referred to in paragraph (1) of this Article must be nominated in the Supplementary Regulations for a Meeting or an Event or published in an Official Bulletin concerning that Meeting or Event.

(3) The facts to be judged by any judge or judges nominated in accordance with paragraph (1) of this Article must be specified in the Supplementary Regulations, Sanctioned Series Articles or Official Bulletin appointing the judges provided however, that no judge may be appointed in respect of facts which are not set out in this Article of this Code.

(4) No protest shall be admitted against the decision of any judge appointed in accordance with this Article 86 provided however that if any judge considers that a mistake has been made by themselves or by another judge, they may, with the consent of the Stewards, correct such mistake.

(5) At the close of the Meeting or Event each judge shall send to the Clerk of the Course a report as to their decisions made during the course of the Meeting or Event.

87. **Duties of Handicappers:** The handicappers shall, after entries have closed, prepare the handicaps in accordance with the requirements of the Supplementary Regulations and shall state if a handicap in an Event is to be increased as a result of a performance made in a previous Event.

88. **Duties of Competitor Relations Officer:** The organisers of any Meeting or Event may appoint a person or persons, who must be approved by MotorSport NZ, to be Competitor Relations Officer for the Meeting or Event. The Competitor Relations Officers must have a good knowledge of this Code (including all Appendices thereto and all Schedules to such Appendices), the Standing Regulations, the Supplementary Regulations (if any) and the Series Articles, each as may be applicable to the Meeting or Event or the Sanctioned Series a round of which is to be held at the Meeting or Event and must be easily identifiable to the Competitors at the Meeting or Event and where possible, should:

(1) Have their photograph included in the Supplementary Regulations (if any) or in an Addendum if possible; and,

(2) Wear conspicuous identification; and,

(3) Be introduced to the Competitors at the Meeting briefing (if any); and,

(4) May attend the meetings of Stewards, (except when they retire to consider a verdict for a protest hearing, and perform the following principal duties); and

(5) Keep the Competitors informed of the current situation regarding the running of an Event; and

(6) Act as a go-between for the Competitors and Officials to assist in solving problems; and

(7) At the beginning of the Meeting or Event, have the Secretary of the Meeting draft a schedule of the Competitor Relations Officer's timetable and availability which shall be posted on the Official Notice Board and which shall include presence at scrutineering, at the Secretariat or Headquarters of the event, at the start of each Event, at any designated break-points in the Event, at impounds or at post-Event scrutineering; and

(8) During the Meeting or Event, give accurate answers to all questions asked, provide to the Competitors all information or additional clarification in connection with the Standing Regulations, the Supplementary Regulations (if any) and the running of the Meeting or Event; and

(9) Generally avoid forwarding questions to the Event Officials which can be answered satisfactorily by a clear explanation, with the exception of protests (such as clarifying disputes over times, with the assistance of timekeepers); and

(10) Refrain from saying anything or taking any action, which might give rise to protests.

89. Duties of Accident Investigator:

(1) The organisers of a Rally or Meeting or Event shall appoint a person to be the Accident Investigator for the Meeting or Event who may have other duties at the Meeting or Event so long as they are of such a nature that they can be delegated or dispensed with, without affecting the continuing effective running of the Meeting or Event immediately an injury accident or incident occurs which requires the attention of the Accident Investigator.

(2) The principal duties of the Accident Investigator shall be immediately on being advised of an accident which may involve injury, to proceed with all possible speed to the place of the accident, try to assess generally what has happened, proceed to speak to as many witnesses as possible, record all relevant details in the accident report form prescribed by MotorSport NZ for the purpose from time to time, and to hand such report to the Clerk of Course for onwards transmission to the Stewards.

(3) All Meeting and Event organisers and Accident Investigators are required to keep a copy available for immediate reference at all times during the Meeting or Event of the Notes for the Guidance of Officials of the Meeting or Event involved in an Inquiry into a death which are prescribed by MotorSport NZ in Appendix One of this Code.

Last updated: 1 February 2024

Amendment Number	Date Published	Date Implemented	Article Number
36077	1 February 2024	1 February 2024	Information
36063	1 August 2023	1 August 2023	Article 98 and 100

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART VIII – PENALTIES

Information: For further information on the Inquiry and Judicial Hearing process and associated time lines refer to the chart at the end of Guidance of Officials.

90. Penalties on Competitors, Entrants and Drivers:

(1) Competitors, Entrants and Drivers in all Meetings and Events including Sanctioned Series who or which are in breach of this Code, or the Sanctioned Series Articles, or the Standing Regulations or the Supplementary Regulations (if any) of the Meeting or Event shall be disciplined and penalised by:

(a) The Event Director or Race Director (if any);

(b) The Clerk of the Course or licensed Assistant Clerk of the Course of the Meeting or Event; or

(c) The Stewards; or

(d) The Judicial Committee in a Judicial Hearing held for the purpose in accordance with Part X of this Code; or

(e) The National Court of Appeal;

In each case, in accordance with this Code.

(2) Competitors, Entrants and Drivers in a Sanctioned Series, who are in breach of the Series Articles may not be disciplined and penalised by the Series Coordinator of the Series.

(3) MotorSport NZ shall in this Code and in either Appendix One of this Code, or in the Standing Regulations prescribe from time to time all penalties to apply to Competitors, Entrants and Drivers in Meetings and Events (to the exclusion of any other penalty or penalties), for breaches of:

(a) This Code; and,

(b) Any of the Appendices to this Code; and,

(c) Any of the Schedules to the Appendices of this Code; and,

(d) The Standing Regulations of the Meeting or Event; and,

(e) The Supplementary Regulations of the Meeting or Event (if any), and

(f) The Sanctioned Series Articles (if any).

(4) The penalties for breaches of the Articles of any Sanctioned Series shall (to the exclusion of any other penalty or penalties) be set out in the Series Articles and any such penalty shall be in addition to and not in substitution for any Meeting or Event penalty.

91. Penalties on Officials: Any Official of:

(1) A Sanctioned Series; or

(2) A Meeting or an Event

Who, during the conduct of a Series, Meeting or Event is in breach of:

(3) This Code; or

(4) Any of the Appendices to this Code;

(5) Any of the Schedules to the Appendices of this Code;

(6) The Series Articles; or

(7) The Standing Regulations of the Meeting or Event; or

(8) The Supplementary Regulations of the Meeting or the Event (if any);

Shall be disciplined and penalised by MotorSport NZ in accordance with such guidelines, procedures and according to such penalties as MotorSport NZ shall in Appendix One of this Code, prescribe from time to time provided however that no such discipline or penalty shall in any circumstance permit MotorSport NZ to do other than endorse, downgrade, suspend or cancel any licence held by the Official.

92. Penalties on Member Clubs, and Officers, Licence Holders, members of affiliated clubs, or other members of MotorSport New Zealand:

(1) Any Member Club organising:

(a) A Series; or

(b) A Meeting or an Event

And any Officer who or which during the conduct of any Meeting or Event is in breach of:

(c) This Code; or

(d) Any of the Appendices to this Code;

(e) Any of the Schedules to the Appendices of this Code;

(f) The Series Articles; or

(g) The Standing Regulations of the Meeting or Event; or

(h) The Supplementary Regulations of the Meeting or the Event (if any);

Or who acts or omits to act in any way prejudicial to MotorSport NZ or automobile sport generally or brings MotorSport NZ or automobile sport generally into disrepute, shall be disciplined and penalised by MotorSport NZ in accordance with such guidelines, procedures and according to such penalties as MotorSport NZ shall in Appendix One of this Code, prescribe from time to time.

(2) Any Member Club, Officer or any Member of a Member Club, and any other members of MotorSport New Zealand or its affiliates, or any holder of a licence issued by MotorSport NZ, who or which at any time other than during the conduct of a Meeting or Event acts or omits to act in any way prejudicial to MotorSport NZ or automobile sport generally or brings MotorSport NZ or automobile sport generally into disrepute, shall be disciplined and penalised by the Judicial Committee established under Part X of this Code.

93. Necessity for Hearing Prior to Imposition of Penalty:

(1) Prior to any penalty (except a time or drive through penalty) being imposed on any Competitor, Entrant, Driver, Member Club, Officer, Official or member of an affiliated club, a proper hearing must be held by the Official, MotorSport NZ, the Sports Tribunal of New Zealand, or the National Court of Appeal, whoever or whichever is imposing the penalty.

(2) Any hearing may be held by conference, or telephone, or video conference facilities, or by other means of electronic communication with the consent of MotorSport NZ.

(3) Those persons, firms or bodies corporate who or which may appear to be liable to a penalty must be given reasonable notice in writing of the time and place of the hearing and the matter which may give rise to a penalty. Any failure on the part of the person, firm or body corporate so notified to attend the hearing shall not vitiate or invalidate the hearing.

(4) Save for hearings before the Sports Tribunal of New Zealand, neither MotorSport NZ nor any party to or person attending a hearing shall be entitled to be represented at the hearing by legal counsel and must instead appear either on their own behalf or be represented by such person (not being legal counsel) as they may nominate for the purpose.

(5) Save for Appeals before the National Court of Appeal audio or video recording of hearings is not permitted.

94. Specific Behaviour, Which May Be Penalised: In addition and without prejudice to anything contained in this Code or any Series Articles or any Standing Regulations or Supplementary Regulations, it shall be a breach of this Code for any Officer, or Member Club organising a Series, Meeting or Event, or any Competitor, Entrant, Driver or Official in a Series, Meeting or Event:

(1) To bribe or attempt to bribe, either directly or indirectly, any other Competitor or Official or any other person being employed in any manner in connection with the Series, Meeting or Event and for any such other Competitor or Official to accept, or offer to accept, any bribe;

(2) To do or attempt to do any act or thing which has or is likely to have the effect of facilitating the entry into any Series, Meeting or Event of:

(a) A competing vehicle which the Entrant, by wilfully concealing or misrepresenting any information required to be disclosed in the entry concerning the competing vehicle or the make or model thereof, knows to be ineligible for the Series, Meeting or Event;

(b) Any Competitor who does not hold the appropriate Licence required for that Series, Meeting or Event;

(3) To act or proceed in any fraudulent way or act prejudicial to the interests of any Series, Meeting or Event or to the interests of automobile sport in general;

(4) To drive in a reckless or careless manner in any Series, Meeting or Event or the practice therefore; or

(5) To misbehave or engage in any unfair practice; and

(6) To wage a bet with the Totalisator Agency Board on the outcome of the Series, Meeting or Event or any part thereof (but not those Officials who, by their actions, deliberations or direct power cannot alter or influence in any way the outcome of any Series, Meeting or Event).

(7) To abuse or threaten an official or competitor of any Series, Meeting or Event. The Clerk of the Course will hold a hearing to establish if an offence has occurred and if so found he/she will refer the matter to the Stewards for the application of a penalty. Should there only be one(1) Steward appointed to the meeting or event, the Steward may;

(a) apply a penalty under Schedule P NSC.7, or

(b) refer the matter to MotorSport NZ for penalty.

(8) To have a prohibited substance or alcohol in their system during any Series, Meeting or Event.

95. **Non-Payment of Fees or Charges**: In the event that any person, Member Club, firm or organisation fails to pay any fees or charges due and owing to MotorSport NZ after the due date for payment then any Licence or Permit held by such person, Member Club, firm or body corporate may, without prejudice to any of MotorSport NZ's other rights and remedies, be suspended until such time as payment is made.

96. **Liability to Pay Fines and Costs:** The liability for payment of all fines and costs imposed upon the Driver, crew or Co-Driver of any competing vehicle shall at all times lie with the Entrant of that competing vehicle. All fines and costs shall constitute a debt due and owing by the Entrant to MotorSport NZ, which shall be recoverable as such.

97. **Time Limit for Payment of Fines and Costs:**

(1) All fines and costs imposed shall be paid to MotorSport NZ within 48 hours of the decision in which the fine was imposed.

(2) Without prejudice to any other available right or remedy of MotorSport NZ, all fines or costs not paid by the deadline for payment shall attract interest at the rate of eighteen (18.0%) per cent per annum, calculated on a daily basis from the time payment is due and in addition and without prejudice to its other rights and remedies, MotorSport NZ may at its

option (in its absolute discretion) suspend any Licence held by the person, Member Club or body corporate liable to pay until:

(a) The date payment is made; or

(b) The expiry of a period of time after payment is due, as shall be equal to the number of days that payment was overdue.

98. Effect of Endorsement of Licence:

(1) Any endorsement of a Competitor's Licence will specify a term. Upon the expiration of this endorsement, Competitors with physical Licences may exchange their existing Licence for a replacement Licence issued by MotorSport NZ. For Competitors with digital Licences, the endorsement will automatically expire and be removed from their digital Licence at the specified expiry date.

(2) If any further endorsement of the Licence for the same kind of offence is incurred during the term of the earlier endorsement, the Licence will be automatically suspended for the balance of the term of the first endorsement.

99. Effect of Exclusion from a Sanctioned Series, Meeting or Event: Any exclusion of an Entrant or Competitor from a Sanctioned Series, Meeting or Event excludes the Entrant or Competitor from taking part in the Series, Meetings or Events specified in the exclusion and removes the Entrant or Competitor from the classification in any Sanctioned Series or Event specified in the exclusion. Any exclusion from an Event may also specify exclusion from Events prior to the exclusion being imposed (with the resultant deduction of points from any Sanctioned Series of which the Event was a round).

100. Effect of Suspension of a Licence: While in force, any suspension of a Licence will entail (in the case of an Entrants or Competition Licence) the loss of any right to take part in any capacity whatever in any Series, Meeting or Event held in New Zealand or (in the case of an Officials Licence) the loss or any right to officiate at any Series, Meeting or Event and will result in an immediate withdrawal of Licence.

If however MotorSport NZ wishes the suspension to have international effect, it shall notify the Secretariat of the FIA who shall inform all other ASNs, in which event the suspension shall then be immediately noted by MotorSport NZ which shall take the necessary measures to make it effective.

(1) In the event of a Licence suspension, any Licence holder, whether holding a physical or digital Licence, is required to comply with the suspension by adhering to the following:

(a) For physical Licence holders, the Licence must be promptly surrendered to MotorSport NZ, and it will be returned at the expiration of the suspension period. Any delay in surrendering the licence on the part of the licence holder shall be added to the term of suspension.

(b) For digital Licence holders, the suspension will be implemented within the MotorSport NZ online system, and access to the Licence will be temporarily disabled for the duration of the suspension.

101. Effect of Disqualification of Licence: Disqualification of Licence shall, unless remitted, be a permanent loss of any right to hold any Licence of the same kind as that disqualified. Any purported entry to any Series, Meeting or Event by any person subject to disqualification of an

Entrants or Competition Licence in accordance with this Article shall be of no effect and shall entitle the organiser to retain any entry fee paid.

102. **Effect of Suspension or Disqualification of a Competing Vehicle:** Any suspension or disqualification of a particular competing vehicle or model or series thereof may be made to apply within New Zealand or internationally and if international, shall be reported by MotorSport NZ to the FIA who will notify all other ASNs. If MotorSport NZ imposes the sentence of suspension or disqualification upon a competing vehicle homologated by another ASN, such sentence is subject to appeal to the FIA whose judgement shall be final.

103. **Notification of Penalties to International Sporting Federations:** Any suspension and disqualification applicable internationally will be communicated to those ASNs designated by the FIA, which have agreed to apply, on a reciprocal basis, the penalties inflicted by the FIA.

104. **Statement of Reasons for Suspension or Disqualification:** In notifying sentences of suspension or disqualification to the Secretary General of the FIA, it shall be necessary for MotorSport NZ to give its reasons for such a penalty, but the reasons shall in no event be published by the FIA.

105. **Loss of Points and Awards:** Without prejudice and in addition to any penalty contained in the Articles of a Sanctioned Series, any Competitor excluded, suspended, or disqualified during a Meeting or an Event will lose the right to any of the awards or prizes applicable to such Meeting or Event or the right to any points or awards or prizes applicable to that Meeting or Event.

106. **Publication of Penalties:** The FIA, or MotorSport NZ shall have the right to publish or cause to be published a notice stating that it has penalised any Competitor, Official, Member Club, competing vehicle, or model of competing vehicle. Persons referred to in such notice shall not, by virtue merely of the publication of such notice, have any cause of action against the FIA, or MotorSport NZ or against any publisher of the said notice.

107. **Remission of Sentence:** MotorSport NZ may, in its absolute discretion remit the unexpired period of any suspension or may, in its further absolute discretion, remove a disqualification at any time upon such conditions as it may determine.

Last updated: 19 April 2022

Amendment Number	Date Published	Date Implemented	Article Number
36045	19 April 2022	19 April 2022	Complete reissue

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART X – INQUIRIES AND JUDICIAL HEARINGS

118. Inquiries and Judicial Hearings:

(1) **Inquiries by MotorSport NZ:** MotorSport NZ may, in accordance with Articles 118, 119, 120 and 121 of this Code, conduct an Inquiry process pursuant to Article 121 of this Code to inquire into or investigate any aspect(s) of motorsport, including regarding any Meeting or Event (or any aspect of any Meeting or Event), or any other matters which are properly raised or identified in accordance with this Part X of the Code. Such Inquiries will be before an Inquiry Panel.

(2) **Judicial Hearings by MotorSport NZ:** MotorSport NZ may in accordance with Articles 118-121 of this Code convene a Judicial Hearing in accordance with Article 122 of this Code in relation to any matter properly raised or identified in accordance with this Part X of the Code. Such Judicial Hearings will be before a Judicial Committee.

(3) **Specialist Drug or Doping Issue Hearings:** Notwithstanding all other provisions of this Part X, if a report is received from Drug Free Sport New Zealand (or any other authorised Anti-Doping Agency recognised by MotorSport NZ) alleging drug use or doping in relation to any event or involving any party at any motorsport event under the Authority of MotorSport NZ (a "Drug/Doping Report") then:

(a) the provisions of Article 118(3)(i) and 118(3)(ii) of this Code, and not the other Articles in this Part X, shall apply in relation to:

(i) any hearing before the Sports Tribunal of New Zealand (or other authorised Anti-Doping tribunal or other body, other than the Judicial Committee) shall be arranged by that tribunal or other body, in accordance with its rules, processes and time-frames;

(ii) MotorSport New Zealand may provide whatever assistance and take any steps the Sports Tribunal of New Zealand (or other authorised Anti-Doping tribunal or other body) reasonably requires.

(b) but this Article 118(3) will not preclude MotorSport NZ considering, under this Part X, any other drug or alcohol related issues that do not fall within the jurisdiction of, or which are not dealt with in substance by, any other tribunal or body that would otherwise have jurisdiction in accordance with Article 118(3).

119. Applications, Requests and Complaints that may be considered under Part X:

(1) Without affecting in any way any existing right as to protest or appeal under this Code, the President (in accordance with a majority decision of the Board), the Chief Executive Officer, any Member Club, any member of a Member Club, or any Official, Entrant, Promotor, Venue owner or Competitor may, in writing and delivered to MotorSport NZ, within the time-frame specified in Article 120, apply for or request an Inquiry in relation to the conduct of any Meeting or Event (or any part of any Meeting or Event), or any other matter to which this Part X of this Code applies.

(2) An application, request or complaint that does not strictly comply with all of the requirements of Article 119(1) may be treated as an application or request for an Inquiry under this Part X if it is determined by the Inquiry Review Panel that there are circumstances such that there should be an Inquiry in relation to the application.

120. Time-frames, and extended or shortened time-frames under Part X:

(1) Any application or request for an Inquiry shall be made in writing to MotorSport NZ within fourteen (14) days of; the conclusion of a Meeting or Event, or the date the incident or issue arises or comes to the attention of the applicant.

(2) Time-frames for other steps in this Part X process are set out in the relevant parts of this Part X.

(3) **Extending or reducing time-frames in special circumstances**: Part X time-frame(s) may be extended or reduced (before or after a step is required to be taken) if the Inquiry Review Panel determines that there are special circumstances such that allowing a different timeframe is in the interests of MotorSport NZ and motorsport under the authority of MotorSport NZ. Any reduction of a timeframe will be conditional on the written agreement of all affected parties.

(4) **Notice of changed time-frames:** Notice of any decision to extend or shorten time frames under Part X shall be given to the party making the request or application, and any other party that could be affected by the request or application.

121. Inquiries and decisions as to whether to convene an Inquiry or Judicial Hearing:

(1) Following receipt of an application or request in accordance with Article 119 of this Code, and subject to Article 121(2) and (4) of this Code, MotorSport New Zealand through its Inquiry Review Panel shall in accordance with this Article 121 of this Code consider whether the request or application meets the criteria for an Inquiry or Judicial Hearing.

(2) **Inquiry Criteria:** the following shall be the minimum criteria that shall be considered when assessing whether to convene an Inquiry ("Inquiry Criteria"):

(a) Has the application, request or complaint been made in accordance with Article 119.

(b) Is the issue, matter or complaint one which could have been dealt with under the usual processes available to an official or competitor under the Sporting Code at a Meeting or Event and if so, are there any special circumstances such that the issue should be considered further despite those options not having been pursued; or

(c) does the issue, matter or complaint affect MotorSport NZ Inc or the conduct or administration of motorsport in general in New Zealand.

(d) has a miscarriage of justice occurred.

(3) The inquiry review process shall be undertaken by an Inquiry Review Panel which will be made up of the CEO and a Motorsport New Zealand Department Head or appointed member of the Judicial Committee. For the purpose of this clause Department Head refers to the incumbent Chief Clerk of the Course, Chief Steward, and Chief Competitor Relations Officer.

(4) **Judicial Hearing Criteria:** For the purposes of this Article 121 the following shall be the criteria that shall be considered when assessing whether to convene a Judicial Hearing (the "Judicial Hearing Criteria"):

(a) Has the applicant, request or complaint been made in accordance with Article 119.

(b) Has the Entrant or Competitor availed themselves of all options to raise the issue or issues in accordance with the processes in this Code that could have been pursued at the Meeting or Event? Alternatively, if they have not, are there Special Circumstances such that the issue or issues should be considered further despite those options not being pursued?

(c) Has there been misconduct such that a breach of this Code may have occurred or a miscarriage of justice resulted.

(5) If the Inquiry Review Panel considers that an application or request that has been referred to it is outside the provisions of Article 121 (2) or (4) of this Code, or is frivolous or vexatious, or that is otherwise wholly without merit, then the Inquiry or Judicial Hearing shall not proceed and the inquirer and any other parties shall be advised, by the CEO, accordingly.

(6) If the Inquiry Review Panel decides not to proceed with an Inquiry or Judicial hearing, then the party which made the request shall be advised of the right to request a review of this decision pursuant to subsection 121(7).

(7) **Request for Review:**

(a) Any request for a review of the decision must be made within two (2) working days of receiving the advice that the Inquiry or Judicial hearing will not proceed.

(b) Should the Inquirer choose to request a review, then a Request Review shall be undertaken within 7 days with the sole purpose of reviewing the decision of the Inquiry Review Panel.

(c) The Request Review shall be undertaken by a two (2) person panel selected by the Chief Executive Officer from a list approved by the Board for the purpose.

(d) The Request Review Panel shall report its findings to the Chief Executive Officer, who shall immediately advise the Inquirer of its decision.

(e) There shall be no further right of review or Appeal.

(8) If the Inquiry Review Panel, considers that an Inquiry or Judicial Hearing is warranted, (or if a Review Panel determines, following a Request Review that an Inquiry or Judicial Review should be held), then within fourteen(14) days of its decision the Chief Executive Officer shall:

(a) arrange and confirm the date, time and venue for an Inquiry or Judicial Hearing of the Judicial Committee;

(b) appoint the Panel or Judicial Committee members; and

(c) give Notice of the Hearing to be held by the Inquiry Panel or Judicial Committee, giving not less than seven (7) days written notice of the hearing date(s) provided that the hearing may be held sooner if all parties consent.

(d) Notice for the purposes of Article 121(8) shall be sufficiently given if it is given to the current email or facsimile contact address held by MotorSport NZ for any party to whom notice is to be given, or to any email or facsimile address specified by any such party, or if MotorSport NZ does not hold any current email or facsimile contact address for any party, provided that MotorSport NZ takes reasonable steps to identify a current email or facsimile address and gives notice to that email or facsimile address.

122. Hearings:

(1) Convening a Hearing:

(a) If it is decided to convene an Inquiry or Judicial Hearing to inquire into the matters outlined in 121(2) or (4), MotorSport NZ by and through its Chief Executive Officer shall arrange the Hearing before an Inquiry Panel or the Judicial Committee of MotorSport NZ established under and by virtue of Clause 18.4 of the Constitution.

(b) An Inquiry Panel shall have as its Chairman a member of the Judicial Committee and two other members (appointed by MotorSport New Zealand), with experience to deal with the matters being inquired into.

(c) A Judicial Committee will comprise a Chairperson and not less than two (2) other persons appointed by MotorSport NZ in accordance with this Article 122(1):

(i) from any current Judicial Committee Hearing panel or list, comprising individuals approved by the Board as persons who may be appointed to a Judicial Committee;

(ii) having regard to:

(1) the nature of the issues to be considered by the Hearing;

(2) the availability of suitable panel members;

(3) the desirability of proceeding within the time-frames provided for in this Code, without variation, wherever reasonably possible; and

(4) any other matters MotorSport NZ considers to be relevant; and

(iii) provided that no person shall be appointed who is or was in any way personally or professionally interested in or concerned with any matter in respect of which the Judicial Hearing is to be held so that they have or may potentially have a conflict of interest.

(d) A Judicial Committee appointed to hear an anti-doping matter will comprise a Chairperson and not less than two (2) other persons appointed by the Chief Executive Officer in accordance with Article 122(1)(b), except that:

(i) at least one (1) of the persons appointed shall have particular expertise in relation to drug or alcohol issues, selected or identified by MotorSport NZ or the Board as persons who may be appointed to a Judicial Committee; and

(ii) a Judicial Committee appointed to consider an anti-doping matter shall satisfy the requirements of Appendix One Schedule D, Part One Article 2.2, of the Code.

(e) The notice of Hearing must contain sufficient details of the matters or conduct into which it is intended to inquire.

(f) The Chief Executive Officer will use reasonable endeavours to arrange the Hearing on a date or date(s) that is (are) not inconvenient for the party that raised the issue, other affected parties or witnesses, subject to complying with the requirements and time-frames in this Part X, and the availability of the person(s) or body to be appointed to hold the Hearing.

(2) **Inquiry Hearing Grounds:** Subject to the balance of this Article 122:

(a) The grounds that may be considered by the Inquiry Panel at any Inquiry Panel Hearing (the **"Inquiry Panel Grounds"**) are:

(i) That is appears on the basis of the issue, matter or complaint that has been raised that it is in the best interests of MotorSport New Zealand Inc or for the conduct or administration of motorsport in general in New Zealand that the matter is reviewed and determined by the Panel; or

(ii) That in the interests of fairness and/or safety the inquiry should be held; or

(iii) As a matter of public policy the matters raised require determination; or

(iv) Such other matters as in the circumstances warrant the conducting on the Inquiry.

(3) **Judicial Hearing Grounds:** Subject to the balance of this Article 122:

(a) The grounds that may be considered by the Judicial Committee at any Judicial Hearing (the **"Judicial Committee Grounds"**) are as follows:

(i) the results of a competition have been improperly or incorrectly made out; or

(ii) the conduct of a promotion or part thereof, or the conduct of any participant therein, or the eligibility of any competing vehicles involved a breach of the Code that is considered fundamental to the interests of motorsport (under the authority of MotorSport NZ) and the administration thereof by MotorSport NZ; or

(iii) any penalty imposed was clearly excessive or clearly inadequate, or that for special reasons such penalty was inappropriate; or

(iv) in respect of any competition, there has been either a gross miscarriage of justice or other breach of the Code that is considered fundamental to the interests of motorsport; or

(v) any Official, Promoter, Organiser or any other person or Organisation has committed any breach of this Code, its Appendices and Schedules, or International Sporting Code; or

(vi) any Official, Promoter, Organiser or any person or Organisation has been guilty of any act or omission prejudicial to the interest of MotorSport NZ, or any competition or of motorsport generally, or that brings MotorSport NZ or motorsport under the authority of MotorSport NZ into disrepute;

(vii) there has been a breach of any of the provisions of this Code relating to use of drugs or alcohol (other than a matter to which the process comprised in Article 118(3) applies), including but not limited to Article 38.

(4) The Hearing procedure/process:

(a) Each Inquiry Panel and every Judicial Committee will, subject to the requirements in Part X and in particular Article 122 of this Code (including as to the timeframes for particular steps to be taken), determine its own procedures, processes and rules, which may include taking whatever steps it considers necessary and appropriate in the interests of properly and efficiently dealing with the matters it is to consider.

(b) The appointed Panel or Committee may delay the allocated date for commencing a Hearing if it considers that special circumstances arise such that a delay is in the interest of properly and efficiently dealing with the matters it is appointed to consider.

(c) The members of the Panel or Committee Hearing shall reach decisions by consensus whenever it can, but otherwise by majority decision.

(d) Any properly constituted Hearing may proceed, and a decision be reached notwithstanding the failure of any person to appear.

(e) Save for any Hearing before the Sports Tribunal of New Zealand neither MotorSport NZ nor any party to or person attending the Judicial Hearing shall be

entitled to be represented at by legal counsel at any Judicial Hearing and the parties must instead appear either on their own behalf or be represented by such person (not being legal counsel) as they may nominate for the purpose.(

(5) **The Decision at an Inquiry Hearing:** The Inquiry Panel shall reach a finding/decision or make recommendations at the Inquiry Hearing in relation to:

(a) those matters referred to the Inquiry Panel in the Notice of Inquiry and in particular those matters referred to it contained in Article 122(2)(a).

(b) any other matters arising during the course of the Inquiry which the Panel consider it is appropriate to consider arising within its jurisdiction under the Code; and

(c) where the Panel determines that there has been a potential for a breach of this code to have occurred, to refer those matters for further determination by a Judicial Committee; and

(d) order that any party to the Hearing shall pay or contribute to the Inquiry's costs, and/or administrative costs and/or MotorSport NZ costs associated with the Hearing, and/or the costs of any other party attending the Hearing.

(6) **The Decision at the Judicial Hearing:** The Judicial Committee shall reach a decision at the Judicial Hearing in relation to:

(a) those matters referred to a Judicial Hearing in the Notice of Hearing, including in particular any matters relating to any of the Judicial Committee Grounds contained in Article 122(3)(a) that have been referred for a Judicial Hearing.

(b) any other matters arising during the course of the Judicial Hearing which the Judicial Committee considers it is appropriate to consider arising within its jurisdiction under the Code; and

(c) whether there has been a breach under this Code or its Appendices or Schedules, which falls within its jurisdiction, in which case it may:

(i) impose a Penalty or further Penalty under the authority of Article 90, 91 or 92, or vary or substitute any Penalty, or take any step under the authority of any applicable provision of this Code, but in no case shall the committee have the right to order that a Competition or Event shall be re-run; and/or

(ii) order that any party to the Judicial Hearing shall pay or contribute to the committee's costs, and/or administrative costs and/or MotorSport NZ costs associated with the Judicial Hearing, and/or the costs of any other party attending the Judicial Hearing.

(7) **Decisions and Findings to be in writing:** All decision(s) and Findings shall be recorded in writing, including a brief summary of its decision(s) and its reasons. The written record of the Decision shall be approved by the Chairperson of the Panel or Judicial Committee.

(8) **Notice of the Findings/Decision shall be given:**

(i) to the party that made the application or request; and

(ii) to any person(s), firm(s) or bodies corporate directly affected by any Decision as to whether they should face a penalty or sanction; and

(iii) to all persons, firms and bodies corporate the Chief Executive Officer considers would be directly concerned in or affected by the decision; and

(iv) by MotorSport NZ publishing notice of the Decision on its website.

(9) Time-frames regarding Hearing Decision:

The Findings/Decision (the approved written findings or decision) may be delivered directly to the parties at the conclusion of the Hearing, otherwise it shall be provided to the Chief Executive Officer within five(5) working days of the Hearing. If the Decision is delivered to the parties at the conclusion of the Hearing it shall be considered published on that day for the purposes of Article 125 of Part XI of this Code, Procedure for Appeals.

Last updated: 18 August 2025

Amendment Number	Date Published	Date Implemented	Article Number
36102	18 August 2025	18 August 2025	123 – National Court of Appeal
36076	1 February 2024	1 February 2024	125 – Procedure for Appealing
36073	2 October 2023	2 October 2023	125 – Procedure for Appealing

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART XI – APPEALS

123. National Court of Appeal:

(1) MotorSport NZ shall from time to time establish and keep established a National Court of Appeal which shall be the final Court of Appeal in respect of motor sport in New Zealand in accordance with the provisions of the International Sporting Code of the FIA and which shall act as the National Court of Appeal.

(2) The members of the National Court of Appeal shall be appointed by the Board of MotorSport NZ.

(3) The National Court of Appeal shall comprise not more than ten(10) nor less than four(4) members one(1) of whom MotorSport NZ shall appoint as Chairman and one(1) as Deputy Chairman. Each sitting of the National Court of Appeal Court shall as a minimum, comprise either the Chairman or Deputy Chairman (who shall preside over the sitting) together with any two(2) other members.

(4) The National Court of Appeal shall appoint and remove its own Secretary.

(5) The members of the National Court of Appeal from time to time shall be:

(a) (In the case of Chairman and the Deputy Chairman) currently practicing barristers or barristers and solicitors of the High Court of New Zealand; and

(b) (Other members) persons having considerable experience in motor sport.

(6) Each member of the National Court of Appeal shall be appointed for a period of five(5) years and thereafter for a further period or periods of five(5) years each unless and until the Board gives not less than three(3) months' notice of its intention not to renew a member's appointment prior to the expiry of any such member's term or renewed term.

(7) Notwithstanding the provisions of paragraph (8) of this Article, any vacancy in the National Court of Appeal at any time (including a casual vacancy due to a member resigning, dying or ceasing to qualify as a member) may be filled by the Board of MotorSport NZ appointing a new member in which event, such member shall be deemed to have been appointed in accordance with paragraph (6) of this Article.

(8) If a member of the National Court of Appeal should cease for any reason to be a member during his or her five(5) year term, the Board of MotorSport NZ may in its discretion and without prejudice and as an alternative to making an appointment in accordance with

paragraph (7) of this Article, fill the casual vacancy thus created for the unexpired portion of that member's five(5) year term.

(9) The National Court of Appeal shall regulate its own procedure subject however to any procedural requirements of this Code or the International Sporting Code and with the exception of further appeals to the FIA permitted under the International Sporting Code, the decision of the National Court of Appeal shall be final and conclusive and no part thereof, shall be subject to further appeal or review of any kind.

(10) No person who is in any way interested in or concerned with any matter, in respect of which an appeal is heard so that they have or may potentially have a conflict of interest, shall act in any judicial capacity in relation to such appeal.

(11) If at the conclusion of the hearing the National Court of Appeal determines that there has been a breach under this Code or its Appendices or Schedules, the National Court of Appeal may inflict a Penalty under the authority of Articles 90, 91, or 92 of this Code and may order that any party to the hearing shall pay the Court's costs, the costs of any other party attending the appeal and administrative costs associated with the appeal provided that in no case shall the National Court of Appeal have the right to order that a Competition or Event shall be re-run.

(12) The lodging of an appeal does not of itself suspend the application or effect of any penalty imposed which is the subject of, or a consequence of, the appeal lodged.

124. **Right of Appeal:** Any Officer, Competitor, Entrant, Driver, person, firm, body corporate, Member Club, or Official upon whom or which a penalty or any other decision has been imposed under this Code by:

(1) The Stewards (including a penalty or decision imposed by another Official which is upheld by the Stewards in a protest); or

(2) The Judicial Committee of MotorSport NZ in a Judicial Hearing held in accordance with Part X of this Code;

Shall have a right of appeal to the National Court of Appeal.

125. **Procedure for Appealing:**

(1) Every Officer, Competitor, Entrant, Driver, person, firm, body corporate, Member Club or Official who or which intends to appeal against any penalty or decision ("the appellant") must deliver a Notice of Intention to Appeal to the Stewards, MotorSport NZ or the Judicial Committee of MotorSport NZ, whoever or whichever imposed the penalty or decision against which the appellant intends to appeal ("the lower court").

(2) Subject to any delay caused by force majeure, every Notice of Intention to Appeal must:

(a) be delivered or emailed to the Chairman of the lower court within one (1) hour of receipt by the appellant of the lower court's written decision; and

(b) Include details of the decision(s) to which the Notice of Intention to Appeal relates; and

(c) be accompanied by such fee as may be stipulated by MotorSport NZ from time to time.

(3) Subject to any delay caused by force majeure, for every appeal to the National Court of Appeal:

(a) the Chairman of the lower court must advise the Secretary of the National Court of Appeal as soon as practicable of the lodgement of the Notice of Intention to Appeal, and provide a copy of the decision which is subject to the appeal; and

(b) the appellant must deliver, mail or email to the Secretary of the National Court of Appeal, to be received within three (3) working days of the date of the decision(s) the subject of the appeal, a Notice of Appeal stating with reasonable specificity the decision of the Lower Court against which the appeal is made, together with the details of the grounds of appeal.

(c) If the appellant chooses to withdraw their appeal within the three (3) working days 20% of the appeal fee shall be forfeited and the balance shall be returned to the appellant.

(d) If the appellant chooses to withdraw their appeal at any time after the three (3) working days then the appeal fee shall be forfeited in its entirety.

(4) The National Court of Appeal may from time to time publish guidelines to assist any party called to appear before The Court. Such guidelines shall not conflict with the provisions of Article 93(4) of this Code.

Last updated: 1 February 2024

Amendment Number	Date Published	Date Implemented	Article Number
36077	1 February 2024	1 February 2024	129 (2)

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

NATIONAL SPORTING CODE – PART XII – CALENDAR

126. General:

(1) Any Member Club which intends to organise any International Status Series, Meetings and Events which by virtue of the International Sporting Code must be inscribed on the FIA calendar, must in such form as MotorSport NZ may prescribe from time to time, notify MotorSport NZ at the earliest instance of its intention to organise such Series, Meeting or Event, but in any case, by no later than twelve(12) calendar months, or by such other time as determined by MotorSport NZ, prior to the commencement of that Series, Meeting or Event. MotorSport NZ shall in Appendix One of this Code, from time to time prescribe the fee to accompany all such notifications which fee shall be paid by the Member Club at the time of lodging its notification.

(2) MotorSport NZ shall in Appendix One, prescribe from time to time the deadline by which Member Clubs shall enter Meetings and Events on the National Sporting Calendar, the procedures to be followed, and any fees to be paid.

(3) MotorSport NZ shall in Appendix One, prescribe from time to time the grounds upon which Event dates on the National Sporting Calendar may be disputed by Member Clubs, to whom disputes may be referred, the procedures to be followed, and any fees to be paid.

127. **Entry on National Sporting Calendar:** No Member Club may request MotorSport NZ, or act or threaten to act in any way so as to influence MotorSport NZ in the exercise of its power to issue or decline to issue a Permit (which power shall be exercised exclusively upon the grounds set out in Article 12 of this Code to the exclusion of any other grounds).

128. **Penalty Fee for Cancellation:** Any Series, Meeting or Event cancelled by the Member Club for any reason, except in the case of force majeure, may have a cancellation fee applied by MotorSport NZ in accordance with the prescriptions of Appendix One of this Code.

129. **Respect of the International Sporting Calendar:** Entrants and Competitors may only enter Events outside New Zealand if those Events are either;

(1) Entered on the International Sporting Calendar and otherwise comply with MotorSport NZ's requirements in force from time to time as to the types of competition licences and visas required; or

(2) Entered on the Motorsport Australia National Sporting Calendar and otherwise comply with MotorSport NZ's requirements in force from time to time as to the types of competition licences and Trans-Tasman Visas required.

APPENDIX ONE

SCHEDULE B – FEES & CHARGES

Last updated: 9 October 2026

Amendment Number	Date Published	Date Implemented	Article Number
36105	9 October 2026	9 October 2026	Full re-issue of Schedule B
36099	11 August 2025	11 August 2025	Full re-issue of Schedule B
36093	2 October 2024	1 January 2025	Article 1-10 & Note 8
36081	7 May 2024	7 May 2024	Article 1, 2, 3, 5, and 10
36078	11 April 2024	1 May 2024	Article 5

Fees and Charges

Article 1	Competition Licences
Article 2	Event Fees
Article 3	Protests and Appeals
Article 4	Technical Services
Article 5	Member Clubs
Article 6	Venues
Notes	Additional Notes

1. Competition Licences	
1.1 Application for Licence for International Permitted Events	
INT A Grade	$1,515.00
INT B Grade	$1,300.00
INT C-C Grade (Circuits)	$1,055.00
INT D-C Grade (Circuits)	$865.00
INT C-R Grade (Roads)	$865.00
INT D-R Grade (Roads)	$625.00
1.2 Application for Licence for National Permitted Events	
C Grade (C1) New Application	$225.00
C Grade (C1 or C2) Renewal	$250.00
R Grade (R1) New Application	$265.00
R Grade (R1 or R2) Renewal	$285.00
Temporary HC Grade	$60.00
1.3 Application for Licence for ClubSport Permitted Events	
M Grade	$105.00
Temporary M Grade	$40.00
1.4 Application for Licence for Land Speed Record Attempts	
INT Land Speed Record – A - D Grade	On application.
1.5 Application Fees for Additional Licences and Permissions	
Entrants Licence	$575.00
Foreign Participation Visa / Internal Visa	$100.00
Trans-Tasman Visa	$175.00
Driving School Licence	$340.00
Instructors Licence	$120.00
1.6 Licence Administration Fees	
Manual Handling Fee	$30.00
Licence Reprint Fee	$20.00

1.7 Medical Review Fees	
International Grade Medical Review	Included in International Licence Fee
Medical Review on request by Medical Assessor	$50.00

NOTES REGARDING COMPETITION LICENCE FEES:

1. **Multi-Licence Application**: If a competitor applies for or renews two(2) competition licences, then the higher Competition Licence Fee out of the two Licences Fees will be charged.

2. **Licence Upgrade Fee:** This is the difference between your new Licence grade and your current Licence. You are required to pay this figure when upgrading any existing current Licence. The Upgrade Fee will be calculated on a pro-rata scale dependent on the expiry date of the upgraded Licence.

3. **Administration Fees:** It is the policy of MotorSport New Zealand to process all applications submitted through the MotorSport Online system within three(3) working days of receipt. Should a quicker service be required a priority fee will be charged, this being 50% of relevant fee in addition to the standard fee. Licence applications not submitted via the MotorSport Online system will incur the additional manual processing charge.

4. **Non-Production of Licence:** Refer to Article 48 of the NSC.

2. Event Fees	Up to 31 December 2026	From 01 January 2027
2.1 ClubSport Event Fees		
ClubSport Basic		
Organising Permit Fee: Basic Events (less than 11 entries)	No Fee	$150.00 *(automatically waived for 2027)*
Organising Permit Fee: Basic Events (more than 10 entries)	No Fee	$250.00 *(automatically waived for 2027)*
Participation Levy: Basic Events (Per Entry) *(Only charged when Permit Fee is waived. Flat rate Permit Fees will replace Levy)*	$14.50	$14.00
ClubSport Advanced		
Organising Permit Fee: Advanced Events (Permanent venue)	$325.00	$340.00
Organising Permit Fee: Advanced Events (Non-permanent venue)	$390.00	$405.00
Organising Permit Fee: Advanced Events (New non-permanent venue)		$495.00
Participation Levy: ClubSport Advanced Events (Per Entry)	$43.00	$42.50

Organising Permit Fee: Rallysprints	$390.00	*Included under ClubSport Advanced Permit Fees*
Participation Levy: Rallysprints	$43.00	*Included under ClubSport Advanced Fees*
Organising Permit Fee: Dual Rallysprints	$490.00	*Included under ClubSport Advanced Permit Fees*
Participation Levy: Dual Rallysprints	$45.00	*Included under ClubSport Advanced Fees*
2.2 Race Event Fees		
Organising Permit Fee: International Race		On application.
Participation Levy: International Race (Non-Championship)	$225.00	$250.00
Organising Permit Fee: National Race	$940.00	$990.00 (automatically includes Foreign Participation)
Organising Permit Fee: National Race (Foreign Participation)	$1,020.00	
Participation Levy: National Race (Per Entry)	$82.50	$86.00
Organising Permit Fee: Clubmans Race	$725.00	$750.00 (automatically includes Foreign Participation)
Organising Permit Fee: Clubmans Race (Foreign Participation)	$795.00	
Participation Levy: Clubmans Race (Per Entry)	$60.00	$62.50
Participation Levy: Additional Race Championship Levy* (Per Entry)	$235.00	$250.00
2.3 Rally Event Fees		
Organising Permit Fee: International Rally		On application.
Participation Levy: International Rally (Non-Championship)	$175.00	$200.00
Organising Permit Fee: National Rally	$3,460.00	$3,640.00 (automatically includes Foreign Participation)
Organising Permit Fee: National Rally (Foreign Participation)	$3,570.00	
Participation Levy: National Rally (Per Entry)	$100.00	$105.00
Organising Permit Fee: Clubmans Rally	$1,730.00	$1,820.00 (automatically includes Foreign Participation
Organising Permit Fee: Clubmans Rally (Foreign Participation)	$1,785.00	
Participation Levy: Clubmans Rally (Per Entry)	$50.00	$52.50
Participation Levy: Additional Rally Championship Levy* (Per Entry)	$240.00	$250.00
Participation Levy: Additional Rally Challenge Levy* (Per Entry)	$120.00	$125.00
Organising Permit Fee: Rally Test Day	$295.00	$295.00

Participation Levy: Rally Test Day	$45.00	$45.00
Additional Rally Days	$390.00	$350.00
2.4 Additional Event Fees for all Disciplines		
Championship Fee (Additional Fee per event)	$410.00	$450.00
Super Truck Fee (Additional Fee per event)	$1,460.00	$1,530.00
Series Accreditation Fee (New Series)	$1,945.00	$1,650.00
Series Accreditation Fee (Renewal - Annual Fee)	$490.00	$510.00
FIA Championship Title	$5,410.00	On application.
Regional International Championship	$4,325.00	On application.
MotorSport New Zealand Title (Includes Accreditation Fee)	$3,245.00	On application.
New Zealand Record Fee (Per Vehicle)	$7,030.00	$6,990.00
Late Participation Levy Return (whichever is higher)	5% or $77.00	$75.00
2.5 Calendar Fees (Late Entry, Cancellation or Postponement)		
Any event type.		200% of Permit Fee

***** the Championship/Challenge Participation Levy is applied in addition to the event Participation Levy. Example: where competitors are competing in a Championship category/class, the '*Participation Levy: National Race (Per Driver)*' Fee is charged, plus the '*Participation Levy: Race Championship Levy* (Per Driver)*'.

NOTES REGARDING EVENT FEES:

1. All international events are subject to FIA fees, which are charged to organisations at cost plus a handling fee in addition to any fees or charges assessed by MotorSport New Zealand. If an organiser anticipates promoting an international event an assessment of these fees should be obtained from MotorSport New Zealand Inc.

2. The rally permit relates to a rally involving competition within a maximum of two days (48 hours including documentation and audit scrutineering). Any day or part day after this period carries a further permit fee. Remote safety audits, as described in Appendix Two Schedule A, shall be included as part of the duration of any permit issued, however any such audit shall not count towards the maximum time of the permit.

3. The Board at its absolute discretion may require a bond to be placed against payment of fees and/or prizemoney and against performance of organisers to meet their obligations.

4. When a Member Club takes out more than one National Organising Permit for an event held on the same day at the same location, only the highest National Organising Permit Fee will be charged.

5. **Organising Permit Fee: Advanced Events (New non-permanent venue):** One time fee where a new non-permanent venue is used, and is to cover additional risk assessment time. This is currently waived while criteria is developed to ensure it is applied only to non-permanent venues that carry medium-high levels of risk.

3. Protest and Appeal Fees	Up to 31 December 2026	From 01 January 2027
3.1 Protest Fees		
All Events (except ClubSport events)	$760.00	$760.00
ClubSport Events	$80.00	$80.00
3.2 Appeal Fees		
To National Court of Appeal	$3,250.00	$3,250.00
To Medical Commission	$290.00	$290.00

NOTES REGARDING PROTEST AND APPEAL FEES:

1. If the protest requires the dismantling and re-assembly of different parts of a vehicle, the protester must pay an additional deposit, referred to as a Technical Deposit, of:

   (a) $500.00 plus GST (or such higher amount as may be determined by the Stewards) if the protest involves a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), or

   (b) $1,000.00 plus GST (or such higher amount as may be determined by the Stewards) if the protest involves more than one defined part of the vehicle, or

   Should the protest not be upheld then the reasonable costs of disassembly, inspection and assembly shall be met by the protestor. When these costs are more than the deposit, the additional costs are to be borne by the protestor and when there is a lesser cost, a refund may be made.

4. Technical Services Fees	Up to 31 December 2026	From 01 January 2027
4.1 Physical Technical Products		
Vehicle Logbook	$80.00	$80.00
FIA Technical Passport	$80.00	$80.00
FIA Vehicle Homologation Papers (New and Updates)		On application.
4.2 Safety Structure Application Fees		
Safety Structure Homologation Application	$350.00	$375.00
Safety Structure Homologation Extension	$195.00	$210.00
Safety Structure approval for Schedule K and T&C vehicles	$315.00	
Safety Structure Homologation Type Approval (First six vehicles)	$1,460.00	$1,520.00
Safety Structure Homologation Type Approval (Per vehicle)	$100.00	$100.00
Roll Protection Recognition Application	$195.00	$250.00
4.3 Historic & Classic Vehicle Application Fees		
Certificate of Description Application	$380.00	$380.00
COD Updates	$135.00	$135.00
FIA Historic Technical Passport for Historic vehicles		On application.
4.4 LLVTA/NZTA Associated Application Fees		
Authority Card	$105.00	$105.00
Pre-Frontal Impact Exemption	$280.00	$295.00
Left-Hand Drive Vehicle Exemption	$280.00	$295.00
4.5 Technical Administration Fees		
Technical Service Inspection	$225.00	$225.00
Technical Services Fee	$140.00	$140.00
Authority Card Reprint Fee	$20.00	$20.00

NOTES REGARDING TECHNICAL SERVICES FEES:

1. An additional 50% of the original application fee or upgrade fee will be charged when applications under Article 5 (Technical Services) of this Schedule are not completed specifically to the technical requirements of the application.

2. Technical Service Fees will be applied where additional work or manpower is required on behalf of any application beyond normal processing functions (120 minutes) or where any technical inspection takes more than one hour in duration.

5. Member Club Fees	**Up to 31 December 2026**	**From 01 January 2027** *(no change)*
Application Fee Member Club	$1,250.00	$1,250.00
Annual Subscription: Up to 41 members (Flat Fee)	$540.00	$540.00
Annual Subscription: 42+ members (Per Member, capped at cost of 400 members)	$13.50	$13.50

6. Venue Fees	**Up to 31 December 2026**	**From 01 January 2027** *(no change)*
6.1 Licence & Inspection Fees		
Comprehensive Inspection Fee	$2,160.00	$2,160.00
Regular Licence Fee	$1,900.00	$1,900.00
Check Inspection Fee	$1,080.00	$1,080.00
6.2 Permanent Venues		
International Grade One (Includes proportion of FIA triennial inspection fee and one(1) regular inspection fee)		On application.
National Grade Two (Includes one(1) regular inspection fee)		On application.
6.3 Temporary Venues		
International Circuit or Track		On application.
National Circuit or Track	$4,325.00	$4,325.00
Special Event Circuit, Course or Track requiring Venue Licence	$775.00	$775.00
New International Circuit or Track Application Fee		On application.
New National Circuit or Track Application Fee	$795.00	$795.00
New Circuit or Track Inspection Deposit	$6,700.00	$6,700.00
Performance Bond	$8,350.00	$8,350.00
Additional Insurance		On application.
Application Fee for Special Event Circuit, Course or Track requiring Venue Licence	$340.00	$340.00

NOTES REGARDING VENUE FEES:

1. In addition to the Venue Licence Fee stated, MotorSport New Zealand shall charge the event organiser the costs of all inspection visits deemed necessary to ensure that the venue is of a standard suitable for a Venue Licence.

2. The Inspection Deposit is taken to offset costs of processing the application and initial inspections (Refer to Appendix One Schedule Y, Part Two Article 4.1(3) for further details), the initial and any subsequent on-site inspections deemed necessary by MotorSport New Zealand will be charged by MotorSport New Zealand. The inspection deposit less inspection costs will be refunded when all inspections are completed. Should expenses incurred exceed the inspection deposit the additional cost will remain the care of the organisation making the application.

3. Performance Bonds (which cover Safety and Programme Adherence, event proceeding, payment of sporting Fees, prizes and all costs directly due to Member Clubs). The Board of MotorSport New Zealand may at its sole discretion vary the requirements of the foregoing.

4. MotorSport New Zealand's Insurers reserve the right to assess MotorSport New Zealand's risk factor for all new and temporary venues.

ADDITIONAL NOTES ASSOCIATED TO SCHEDULE B: FEES AND CHARGES

1. Publications: From time-to-time MotorSport New Zealand will publish Schedules containing information or Regulations which may incur a production charge.

2. Reimbursement of Officials/Representatives for attendance at events/meetings: Please refer to the current MotorSport New Zealand Travel Policy.

3. All fees and charges are application fees only and do not guarantee approval or refund.

4. In cases where tasks require additional work or resources beyond our normal processing functions, an administration fee will apply. The exact amount of the fee will be determined by the MotorSport New Zealand Office.

5. MotorSport New Zealand reserve the right to review fees and charges as and when required.

APPENDIX ONE

SCHEDULE D – DRUGS AND ALCOHOL

Amendment Number	Date Published	Date Implemented	Article Number

Part One - Drugs

Article 1 General

Article 2 Hearings

Article 3 Prohibited Substances

Article 4 Application of the SADR and Testing

Article 5 Adverse Analytical Finding

Article 6 Therapeutic Use Exemption (TUE)

Article 7 International Events

Part Two – Alcohol

Article 1 General

Article 2 Appointment of Officials

Article 3 Testing for Alcohol

Article 4 Positive Test Results

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One - Drugs

1. General:

1.1 Pursuant to Article 38 of the National Sporting Code, all competitors and officials are subject to the international and national rules covering the use of drugs in sport.

1.2 MotorSport NZ has entered into agreement with the Sports Tribunal of New Zealand (Sports Tribunal) and Drug Free Sport New Zealand (DFSNZ) to adopt and abide by Drug Free Sport NZ's Sports Anti-Doping Rules (SADR) as amended from time to time.

Note: *The Sports Anti-Doping Rules can be found on the DFSNZ website www.drugfreesport.org.nz*

1.3 Notwithstanding the provisions of Article 1.2 above, MotorSport NZ will establish a Judicial Committee.

1.4 It is the responsibility of each person bound by this Code to ensure that they are not in breach of the Code.

1.5 For the purposes of this Part One, the definition of "Athlete" as detailed in the SADR shall refer to all competitors, officials and other persons bound by this Code.

2. Hearings:

2.1 Sports Tribunal of New Zealand (Sports Tribunal): The Sports Tribunal is recognised by MotorSport NZ under the Sports Anti-Doping Rules as the arbiter of any hearing arising as a result of an alleged anti-doping rule violation. Any such hearing shall be conducted by, and according to, the Sports Tribunal's procedures and regulations.

2.2 Judicial Committee of MotorSport NZ: The Judicial Committee shall:

(1) Be appointed by MotorSport New Zealand and shall have the equivalent rights and powers of a Judicial Committee under Article 18.4 of the MotorSport NZ Constitution in respect to anti-doping rule violations.

(2) Be empowered to act pursuant to Article 118(3) of the Code.

(3) Conduct any Judicial Hearing according to the provisions of Part X of the Code.

3. Prohibited Substances:

3.1 The list of prohibited substances published by the World Anti-Doping Agency and any additional provisions are set out on the Drug Free Sport NZ website – www.drugfreesport.org.nz.

4. Application of the SADR and Testing:

4.1 Testing will be undertaken by Drug Free Sport NZ, or other agency approved by MotorSport NZ, in accordance with the SADR.

4.2 **Testing of Minors:** Where a minor is a competitor, consent to testing is considered to be given, by a person of legal responsibility for that minor, upon receipt by the Organisers of that Series, Meeting or Event of the completed Entry for that competitor.

5. **Adverse Analytical Finding:** Where an adverse finding ("positive test") is confirmed by Drug Free Sport NZ or other agency approved by MotorSport NZ, the competitor or official shall be informed by DFSNZ or MotorSport NZ, who may also make application for provisional suspension to the Sports Tribunal or Judicial Committee pending a full hearing.

Note: *A provisional suspension due to an adverse finding ("positive test") result is specifically exempted from the provisions of Article 93(1) of the National Sporting Code.*

6. Therapeutic Use Exemption (TUE):

6.1 Applications for Therapeutic Use Exemptions (permission to use a prohibited substance) shall be made to DFSNZ in accordance with the International Standard for Therapeutic Use Exemptions.

Note: *details regarding Therapeutic Use Exemptions are available on the DFSNZ website.*

7. International Events:

7.1 If a competitor holds a TUE and wishes to compete in an International Event, application must be made to the FIA. The FIA may accept the standing TUE or require a new application.

Part Two – Alcohol

1. General:

1.1 Pursuant to Article 38 of the National Sporting Code, all competitors and officials are subject to the international rules covering the use of alcohol in sport.

2. Appointment of Officials:

(1) Alcohol testing will be undertaken by a MotorSport NZ appointed official.

(2) At each Meeting or Event Judges of Fact – Alcohol Testing will be appointed. The names of the Judges of Fact – Alcohol Testing will be posted on the Official Notice Board at each meeting.

3. Testing for Alcohol:

3.1 The tolerance for breath alcohol has been fixed at zero. A digital breathalyser approved by MotorSport NZ will be used.

3.2 **Testing of Minors:** Where a minor is a competitor, consent to testing is considered to be given, by a person of legal responsibility for that minor, upon receipt by the Organisers of that Series, Meeting or Event of the signed Entry for that competitor.

4. **Positive Test Result**: No competitor will be allowed to compete if a positive test is given. A competitor returning a positive test will be given the opportunity to take a second test within twenty(20) minutes of the first test. Any competitor returning a second positive test will not be permitted to take any further part in the meeting until such time as a twelve(12) hours standdown period has been observed, taken from the time of the second test, and a zero reading is obtained from that competitor.

APPENDIX ONE

SCHEDULE E - PERMITS

Amendment Number	Date Published	Date Implemented	Article Number
36086	2 July 2024	2 July 2024	Article 2 – Permit Types

Part One - Organising Permits

Article 1 Objects

Article 2 Permit Types

Article 3 Late Applications

Article 4 Disputes

Part Two – National Sporting Calendar

Article 1 General

Article 2 Calendar Entry

Part Three – Event Application Deadlines

Article 1 Event Application Deadlines

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Organising Permits

1. Objects:

1.1 **General:** The National Sporting Code in particular Part II of that Code governs the issue of all MotorSport NZ Organising Permits.

Organising Permits will only be issued to Member Clubs (all permit types).

This Schedule specifies types of permits to be issued and to whom and by such deadlines application is to be made. The fees payable are specified in Appendix One Schedule B.

1.2 **Permit issue:** Permits for events are issued by Permit Issuing Stewards and MotorSport NZ. When considering permit applications, Permit Issuing Stewards shall forward on to the MotorSport NZ Administration office any such application that they consider has or requires organisational and/or safety considerations outside the framework for events as set out in this Manual.

MotorSport NZ Administration office shall treat these applications as a Special event application and take actions and impose such conditions as deemed appropriate.

1.3 **Permit Holders General Obligations**: The holder of all permits under this Code shall, at all times, in respect of and in connection with any activity to which the Permit applies:

(1) comply with all statutes, regulations, ordinances, resource consents or by-laws applicable to them, including complying with any relevant Competition Law obligations; and

(2) act in accordance with this Code, including any relevant MotorSport NZ by-laws or published practices, policies or procedures; and

(3) act fairly and safely in the interests of all participants in motorsport; and

2. Permit Types:

Permits for Events are issued with varying status levels as follows:

(1) **International:** These are for all Events irrespective of discipline, ie. ClubSport, Race or Rally, for which a Member club wishes to accept entries from competitors holding licences issued by another ASN.

(a) These Events will be organised under the provisions of the FIA International Sporting Code and Event Supplementary Regulations but may include provisions of the MotorSport NZ National Sporting Code and its Appendices and Schedules.

(b) A Competition Licence of at least International Grade status is required for all competitors contesting these Events (refer Appendix One Schedule L).

(2) **National:** These permits cover all Rally Events and all Race Events including those forming part of a MotorSport NZ Championship, Sanctioned Series or Clubmans Event. The MotorSport Manual Appendix Three Schedule R details all Rallies and Appendix Four Schedule Z details all Races.

(a) Foreign Participation may be permitted for these events upon application. Any such competitor is not eligible for Championship or Series points.

(b) A Competition Licence of at least C Grade (for Race Events) or R Grade (for Rally Events) is required for all competitors contesting these Events (refer Appendix One Schedule L).

(3) **ClubSport Advanced:** Advanced Events are detailed in Appendix Five Schedule C and Schedule DR. These are both basic and specialist Events which in the majority of cases involve a vehicle modified for competition and require the competitor to have already developed their driving skills and have an understanding of the safety and fair play regulations.

Note: *ClubSport Events do not include Races or Rallies except for Grass Track races and Rallycross.*

(a) Foreign Participation may be permitted for these events upon application. Any such competitor is not eligible for Championship or Series points.

(b) A Competition Licence of at least Temporary M Grade status is required for all competitors contesting these Events. (Refer Appendix One Schedule L).

(4) **ClubSport Basic:** Basic Events are fully detailed in Appendix Five Schedule C, Schedule DR and Schedule RT. These are Events at which new competitors to motorsport can be encouraged to participate.

(a) Foreign Participation may be permitted for these events upon application. Any such competitor is not eligible for Championship or Series points.

(b) A Competition Licence is not required, unless the competitor is the driver of a 'purpose built vehicle'.

(5) **Other (includes Special Events):** From time to time MotorSport NZ may at its absolute discretion issue Special Event Permits for Events in any one of the disciplines, ie. ClubSport, Race, Rally or any Special Event, which have extraordinary features not contemplated by the National Sporting Code upon specific application being made by a Member club setting out the event's features and any other special circumstances.

For Records Attempt permits refer Appendix Seven, published in a separate booklet available from MotorSport NZ.

2.2 Event Application and Permit Issue:

(1) Event applications must be submitted by the Event Organiser on behalf of a Member club through the MotorSport NZ online system and in accordance with the time requirements specified in Part Three of this Schedule. (Refer Appendix One Schedule B for cost details):

(a) **For all International, Championship Series, or Sanctioned Series Events:** The Organising Member Club(s) shall consult with the appropriate Advisory Commission (and circuit owners/operators if applicable) to determine a draft program of the Rounds of the Series or Event. This draft program will be submitted to MotorSport NZ for approval.

(b) **For all other events:** The Event Organiser of the Organising Member Club shall submit the application for the event to the Permit Issuing Authority through the MotorSport NZ online system. If required the Organiser will consult with the Circuit Owner/Operator to ensure that the circuit is available for hire on the requested date.

(c) **For Temporary Venue Race Events:** In addition to the requirements detailed in Article 2.2(1) (a) or (b) above the Event Organiser is to consult with the Circuit Safety Department to ensure that the requirements of Appendix One Schedule Y are respected.

Note: *Applications should only be submitted manually if the Organiser has no internet access.*

(2) Event documentation is not required to be submitted at time of initial application. If not submitted at time of initial application, documentation must be submitted no later than the minimum time period as detailed in the appropriate Appendix to this Code. Each application shall include at least the following documentation:

(a) International or National status Events: The proposed Event Supplementary Regulations and (for Rallies) the draft Safety Plan.

(b) ClubSport Advanced or Basic status Events: The proposed Event Supplementary Regulations and Safety Plan where required.

(c) Other Events: The proposed Event Supplementary Regulations and Safety Plan where required.

Note: *For further details on organiser requirements refer to the appropriate Organisers' Handbook and the relevant Appendices of the National Sporting Code.*

(3) Upon approval of an Event, a Permit will be issued by the Permit Issuing Authority, (and/or the FIA in the case of International Events).

(4) **Levies:** In receiving an Event Permit, Member Clubs are required to pay MotorSport NZ a Participation Levy per entry within twenty one(21) days of the conclusion of the Event. (Refer Appendix One Schedule B for cost details). Failure of a Member club to comply with this requirement will mean an automatic suspension of any further permits until payment has been received.

2.3 Sanctioning Permit Application and Issue:

(1) Applications for Series sanctioning must be submitted through the MotorSport NZ online system in accordance with the time requirements specified in Part Three of this Schedule.

Note: *Applications should only be submitted manually if the Organiser has no internet access.*

(2) Each application shall be submitted by the Series Organiser on behalf of a Member Club and shall include the proposed Articles and Technical Regulations for the Series. (Refer Appendix One Schedule B for cost details).

(3) Upon approval, a Sanctioning Permit for that Series will be issued by the Permit Issuing Authority.

3. Late Applications:

3.1 Event applications received from Member Clubs after the time periods specified in Part Three of this Schedule may be accepted by the Permit Issuing Authority. In considering such late applications the Permit Issuing Authority may require applicant Member Clubs to seek written consent from any Member Club whom, in the opinion of the Permit Issuing Authority may be affected by the late application. Such a requirement may be imposed on an applicant if the Meeting or Event proposed is of higher than ClubSport Advanced permit status and is;

(1) Within fourteen(14) days of approved Meetings or Events of all other MotorSport NZ disciplines; or

(2) Within seven(7) days of approved Meetings or Events of all other MotorSport NZ disciplines in the same island; or

(3) Deemed necessary in the opinion of the Permit Issuing Authority due to particular circumstances surrounding the Meeting or Event.

3.2 MotorSport NZ reserves the right to impose an additional permit fee in an amount, as it deems appropriate on the granting of such a late application. The decision of whether to grant a late application pursuant to these provisions is at the complete and unfettered discretion of MotorSport NZ whose decision shall be final and binding on the applicant.

4. Disputes:

4.1 Pursuant to Article 126(3) of the Code MotorSport NZ has prescribed the grounds upon which Event dates may be disputed, the procedures to be followed and the fees, where applicable, which are to be paid. Such disputes will be considered as follows:

(1) All Disputes are to be submitted to the Permit Issuing Authority (in the first instance) by the Event Organiser detailing the grounds of dispute. Such statement shall:

(a) Contain an assessment of the impact of the disputed Meeting or Event on the Club's Meeting or Event;

(b) Be supported by such evidence as shall reasonably support the Club's claim of detrimental impact on its Meeting or Event.

(c) Contain evidence as to the behaviour of the other party to the dispute during attempts to negotiate a settlement of the dispute.

(d) State how many years the appellant's Meeting or Event has run on the same or a similar date as the date for which it is inscribed.

(2) The appellant shall give a copy of its grounds of dispute to the other party to the dispute. The other party shall deliver to the Permit Issuing Authority such material, statements or evidence, as it believes supports its application within seven(7) days of receipt of the appellant's grounds of dispute.

(3) The Permit Issuing Authority shall determine all Calendar Disputes according to the following principles (in the order in which they are set out):

(a) Applications that include rounds of MotorSport NZ Championships shall be preferred to all other Events, excepting International Status Events calendared on the FIA Calendar.

(b) Whether or not there appears from the dispute and other material, received, to be a genuine conflict between the two(2) Events.

(c) The efforts (if any) of the disputing Club to resolve the clash with the other Club and the behaviour of the other Club.

(d) Preference shall be given to continuous Traditional Dates.

(e) Whether a party to the dispute cancelled similar Meetings or Events at the same time of the year within the past two(2) years.

(f) The date of submission of each of the Event Applications, including any subsequent amendment(s) of the Event Application, with the earliest application (or amendment) for the disputed date having precedence.

(4) Any Dispute between Events having differing levels of Permit Issuing Authority shall be decided by the higher Authority.

(5) The determination of a Dispute by the Permit Issuing Authority shall be final and no party shall have any further right of complaint, protest or appeal.

(6) Any Event which, following the determination of a Dispute, is required to be displaced elsewhere on the National Sporting Calendar shall not be required to be accompanied by the penalty fee referred to in Part Three, Article 1.3 of this Schedule, unless that application was a late application in the first instance.

Part Two – National Sporting Calendar

1. **General:** The National Sporting Code in particular Part XII of that Code sets out the requirements for calendar inscriptions of International events and the requirements for entry onto the MotorSport NZ Sporting Calendar (also known as the National Sporting Calendar).

This Part specifies the process by which events are entered onto the National Sporting Calendar.

2. **Calendar Entry:**

2.1 All Events will be entered on the National Sporting Calendar at the time of initial Event application (refer to Part One, Article 2.2 of this Schedule).

(1) **For all International Events, Championship Series or Sanctioned Series Events:** The Organising Member Club(s) shall consult with the appropriate Advisory Commission (and circuit owners/operators if applicable) to determine a draft program of the Rounds of the Series or Event. This draft program will be submitted to the Permit Issuing Authority for approval.

2.2 Each Event shall be shown as an unconfirmed event until such time as the application is approved by the Permit Issuing Authority, at which time it shall be registered as confirmed.

2.3 Where applications are received for two(2) or more Events on the same date(s) which are of a similar nature and/or in geographical proximity, the Permit Issuing Authority shall determine which event shall retain the requested date(s) in accordance with this Schedule.

2.4 Precedence for event dates shall be given to Events based on the Status and/or Type of the permit, International Status events having the highest priority, as follows:

(1) International Events calendared on the FIA International Calendar; then

(2) MotorSport NZ Premier Championship or MotorSport NZ Rally Championship Events; then

(3) All other MotorSport NZ Championship or Sanctioned Series Events; then

(4) National status Race or Rally Events (including Foreign Participation Events); then

(5) ClubSport Advanced Status Events (including Foreign Participation Events); then

(6) ClubSport Basic Status Events (including Foreign Participation Events).

Note: *Special Event applications shall carry the same standing as the event status that an equivalent event would have ordinarily.*

2.5 Where the Events are of the same Permit Status, then the earliest application (or amendment to the original application) requesting the event date in question will take precedence, unless determined otherwise by the Permit Issuing Authority.

Part Three – Event Application Deadlines

1.1 Application for Events may be made at any time up to three(3) calendar years prior to the date of commencement of the Event.

1.2 Event application deadlines:

Permit Status	Event Permit	Issuing Authority	Application and/or Documentation submission deadline
Sanctioning	Championship / Sanctioned Series Sanctioning Application	MotorSport NZ Office	60 days prior
Other	Refer Part One, Article 2.1(5)	MotorSport NZ Office	50 days prior
International	Race	MotorSport NZ Office	90 days prior
	Rally	MotorSport NZ Office	180 days prior
National	MSNZ Premier Championship Race or MSNZ Rally Championship Events	MotorSport NZ Office	50 days prior
	All other Race or Rally Events	Permit Issuing Steward	50 days prior
	Record Attempt	MotorSport NZ Office	50 days prior
	Street Race	MotorSport NZ Office	60 days prior
ClubSport	All ClubSport Championships	MotorSport NZ Office	50 days prior
	Rallysprint	Permit Issuing Steward	30 days prior
	All other ClubSport Category Advanced and Basic Events	Permit Issuing Steward	20 days prior

1.3 **Late Application for a Permit:** At the sole discretion of the Permit Issuing Authority, permits may be issued within the following timeframes subject to acceptable reasons for the late application and a late application fee in accordance with Part One, Article 3.2 of this Schedule.

Sanctioning Permits	30 days prior
National Race, National Rally and Rallysprint Events	20 days prior
ClubSport Events (excluding championships)	7 days prior

In respect of ClubSport basic status events, the late application fee will be the equivalent of that for a ClubSport Advanced Permit.

APPENDIX ONE

SCHEDULE L – LICENCES

Amendment Number	Date Published	Date Implemented	Article Number
36096	19 December 2024	1 January 2025	Article 2 – Types of Licence
36087	2 July 2024	2 July 2024	Article 2.5, Article 2.6
36077	1 February 2024	1 February 2024	In all article numbers referring to the Medical Assessor
36052	25 October 2022	25 October 2022	Article 3 – Minimum Age of Competitors
36038	5 November 2021	5 November 2021	Refer to Amendment
36036	1 October 2021	1 October 2021	Article 2 – Medical Aptitude Article 3 – Minimum Age of Competitors
36017	4 August 2020	4 August 2020	Article 4 – Licence Types
36006	18 June 2019	18 June 2019	Article 4 – Licence Types

Part One – Competition Licences

Article 1	General
Article 2	Medical Aptitude and Reviews
Article 3	Minimum Age of Competitors
Article 4	Licence Types
Article 5	MotorSport NZ Licence holders competing outside of New Zealand
Article 6	Use of another ASN's Competition Licence in New Zealand
Article 7	Issuing a MotorSport NZ Competition licence to non-New Zealand Citizens

Part Two – Officials' Licences

Article 1	General
Article 2	Types of Licence

Part Three – Quick Reference to Motorsport NZ Issued Competition Licence Validity

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Competition Licences

1. General:

1.1 Part IV of the National Sporting Code governs the issue and use of all MotorSport NZ Licences.

1.2 A prerequisite to obtaining any licence is the applicant (save for firms or body corporates who may obtain an Entrants Licence only) shall be a member of a Member club.

1.3 This Schedule prescribes the grades of, and qualification, experience and training required for any person to hold a licence.

1.4 The establishment of an acceptable level of Medical Aptitude is required prior to a Competition Licence being issued.

1.5 Temporary M Grade or Temporary HC Grade Licences can be obtained from the Steward, Clerk of the Course or Secretary of the Meeting or Event appointed to officiate at the Event or Meeting. All other licences are obtained from MotorSport NZ Administration Office.

Note: *Temporary M Grade Licences are not available to competitors under the age of 16.*

1.6 MotorSport NZ shall appoint a Competition Licence Panel to:

(1) To consider applications from Junior Competitors and grant, if deemed appropriate, derogations from Appendix One Schedule L requirements pertaining to age and or vehicle limitations.

(2) To consider any application and, if deemed appropriate, grant derogations from Appendix One Schedule L requirements pertaining to the qualification process for MotorSport NZ Competition Licences.

2. Medical Aptitude and Reviews:

2.1 **Scope:** All competitors wishing to participate in motorsport competition held under the National Sporting Code of MotorSport NZ are required to either make a formal declaration of medical aptitude and/or undergo an annual medical examination dependent on the competition licence grading as follows:

(1) **M Grade or Temporary M Grade Licences:** All competitors are expected to be in a physical state that enables them to declare on Event entry that at the time of the Event they are not suffering from any disability of any kind whether permanent or temporary that is likely to detrimentally affect their control of their automobile or their fitness to drive in the Event.

(a) Any competitor unable to make such declaration will be unable to participate.

(b) Prior to the issue of a Junior M Grade Licence to a person aged from the date of their 12th birthday up until their 16th birthday, MotorSport NZ shall require an appraisal from a recognised physical fitness trainer or School / College Physical Education teacher that the applicant meets or exceeds the minimum physical fitness requirements of a Beep Test Level 5.0 or equivalent test. This form should be obtained from the MotorSport NZ Office.

(2) **C Grade and R Grade Licences:**

(a) All competitors, except for those persons aged from the date of their 12th birthday up until their 16th birthday, shall at time of application and renewal for a C Grade

and/or R Grade licence submit the appropriate Medical Aptitude Declaration issued by MotorSport NZ.

(b) For competitors aged from the date of their 12th birthday up until their 16th birthday shall at the time of their first application submit a completed Junior Driver Medical Examination Form and for subsequent renewals submit the appropriate Medical Aptitude Declaration issued by MotorSport NZ. This form can be obtained from the MotorSport NZ Office.

Note: *The Medical Aptitude approval will be printed onto the competitor's Competition Licence, or on the Temporary Competition Licence letter (if applicable).*

(3) **International Grades:** All competitors at time of application and renewal for an International grade licence shall provide on the appropriate Medical Examination Form, issued by MotorSport NZ documented evidence of having undergone a medical examination by the Doctor of their choice.

2.2 Annual Medical Aptitude Declaration for C Grade and/or R Grade Licences:

(1) Its purpose is to enable the MotorSport NZ Medical Assessor(s) annually to determine whether the competitor has the level of physiological and physical condition required to control an automobile in either a Race or Rally Event.

(2) This is obtained by submission of the Medical Aptitude Declaration through the MotorSport Online system and, in the case of initial application, a clearance from a MotorSport NZ licence examiner that the applicant has no abnormalities with colour vision.

Note: *The colour vision clearance is not required on subsequent Declarations/Licence renewals.*

(3) In submitting a Medical Aptitude Declaration a competitor may submit a signed clearance from the competitor's General Practitioner to be referred to MotorSport NZ's Medical Assessor(s) for consideration and for further investigation or consultation if required.

(4) Should MotorSport NZ on the advice of its Medical Adviser determine that the Medical Aptitude Declaration submitted by the applicant indicates a level of physiological and/or physical fitness below that deemed acceptable; MotorSport NZ may seek further information from the applicant or decline to issue a Medical Aptitude Clearance.

(5) MotorSport NZ shall in Appendix One Schedule B list the prescribed fee for the issue of a Medical Aptitude Clearance Card.

2.3 Annual Medical Aptitude Examinations for all International Grade Licences:

(1) A prerequisite to the issue of an International Licence of any grade is the passing of a medical examination.

(2) This is obtained by completion of the Medical Examination Form (issued by MotorSport NZ) in conjunction with the examining Doctor of your choice.

(3) The completed form is submitted as part of the licence application for evaluation by the MotorSport NZ Medical Assessor(s).

(4) After evaluation, the Medical Assessor(s) shall either approve the issue of the Medical Clearance Card or advise the applicant of the reasons for refusal.

2.4 Aptitude Requirements:

(1) Physiological and Physical. The Medical Aptitude Declaration and Medical Examination form issued by MotorSport NZ specify items to be satisfied.

(2) The following illnesses and disabilities are deemed incompatible or require medical assessment by the MotorSport NZ Medical Assessor(s).

(a) **Incompatible illnesses and disabilities:** epilepsy with behavioural effects, or under treatment; amputations, except in the case of fingers where the gripping function in both hands is unimpaired; orthopaedic appliances, if the functional result is not equal or near to normal; free movement of the limbs impeded by more than 50%.

(b) **Illnesses or disabilities requiring a medical assessment by a body approved by the ASN:** insulin-dependent diabetes, on condition that a confidential document proving the regular supervision of the party concerned and of his treatment is submitted to the medical body approved by the ASN and that the medical certificate of aptitude bears the wording “medical supervision necessary”; myocardial infraction and myocardial ischaemia, valvular disease or other abnormal cardio-vascular conditions, functional limitation of the articulations of the hand superior to 50% and affecting two(2) or more fingers of the same hand; orthopaedic appliance allowing the party concerned to recover normal or near normal functional activity; psychiatric conditions.

(3) Eyesight standards as required.

(a) Visual acuity (before or after correction, sight for each eye should be at least 6/7.5). Furthermore, any subject whose visual acuity in one(1) eye only is diminished and cannot be corrected and who necessarily has contralateral vision, whether corrected or not, equal to or greater than 6/6, may obtain a driver’s licence under the following conditions and after examination by a competent ophthalmic specialist:

(i) Field of vision equal to or greater than 200°,

(ii) Functional stereoscopic vision,

(iii) Condition of the fundus excluding pigmentary retinal damage,

(iv) Any old or congenital damage shall be strictly unilateral.

(b) Normal binocular vision.

(c) Normal colour vision (recourse to the Ishihara tables in doubtful cases and to the Benne Lantern or a similar system in cases of error); in any case, no errors in the perception of the colours of the flags used in international competitions.

(d) Normal field of vision.

(e) Normal stereoscopic vision (licence should not automatically be issued to applicants who are blind in one(1) eye. MotorSport NZ upon advice from its Medical Assessor(s) may determine conditions and/or restrictions of licence in such cases).

(f) The wearing of contact lenses is permitted provided that:

(i) These shall have been worn for a period longer than twelve(12) months and for a significant period every day.

(ii) They are certified as satisfactory for motor racing by the ophthalmic specialist who supplied them.

2.5 Medical Examination following accident or illness:

(1) **A competitor is required to notify MotorSport NZ within ten(10) days** of an accident that results in the competitor being incapacitated for a period of ten(10) days or more, irrespective of whether the accident occurred during a competition or in other circumstances, or in the case of an illness or disability as covered in Article 2.4 of this Schedule,

(a) Either enclosing a confidential medical certificate addressed to the MotorSport NZ Medical Assessor(s), bearing the diagnosis, the prognosis and the extent of the injury or infirmity incurred,

(b) Or by giving authorisation for confidential written communication between the MotorSport NZ Medical Assessor(s) and that person's usual Medical advisor.

(2) All the illnesses or disabilities mentioned in Article 2.4 of these regulations must be submitted to the MotorSport NZ Medical Assessor(s) for an opinion.

(3) In the event of an accident resulting in incapacity for a period of ten(10) days or longer, and following receipt of a document attesting that the patient is healed or recovered, or of a hospital discharge form, the MotorSport NZ Medical Assessor(s) shall either reconfirm the validity of the appropriate Medical Clearance Card or that he/she should undergo a complete annual medical examination procedure.

(4) From the date of the accident or the discovery of illness or disability, as covered in Part One Article 2.4 of this Schedule, no competitor may take an active part in any MotorSport NZ sporting events until they have received authorisation from MotorSport NZ.

In such circumstances the Medical Clearance Card and corresponding competition licence are declared temporarily suspended until the authorisation is received from MotorSport NZ.

(5) Failure to comply with the requirements of this Article will give rise to the application of sanctions by MotorSport NZ.

2.6 Medical Appeals:

(1) A Medical Commission appointed by MotorSport NZ will be called upon to determine any issue arising between the MotorSport NZ Medical Assessor(s) and Competitors.

A Competitor may possibly be required to undergo an observed test drive in the presence of a doctor, or a member of the Medical Commission.

The decisions reached by the Medical Commission will be recognised in all other countries falling under the sporting jurisdiction of the FIA.

(2) Any competitor who intends to appeal against any decision of the MotorSport NZ Medical Assessor(s) must deliver an intention to appeal to the Chief Executive Officer of MotorSport NZ within seven(7) days of the announcement of the decision being appealed.

Such intentions shall be accompanied by the prescribed Medical Appeal Fee (refer Appendix One Schedule B Fees).

(3) All costs associated with calling the Medical Commission and their attendance fees in hearing the matter will be the responsibility of the appellant unless the findings of the Commission deem otherwise.

3. Minimum Age of Competitors:

3.1 MotorSport NZ issues Competition Licences to persons aged 16 years and over in accordance with the provisions of Part One Article 2 of this Schedule.

3.2 Competition Licences of the types and grades detailed in (1) of this Article can also be issued to Junior Competitors, aged from the date of their 12th birthday up until their 16th birthday, under the following provisions in addition to those specified in Part One Article 2 of this Schedule:

(1) Junior Competition licences are available as follows:

(a) M Grade (excluding Temporary M Grade)

(b) R Grade

(i) 12 through 15 years old (co-driver only)

(ii) 14 and 15 year olds may apply for a Junior R Grade Competition licence in accordance with Article 3.2 (4), to allow them to drive in a Clubmans Rally only.

(c) C Grade

(i) 12 and 13 years old; by exemption only as per Article 3.2(3)(b).

(ii) 14 and 15 years old; in accordance with Article 3.2(3)(a) or (b).

(2) The use of a Competition Licence by a Junior Competitor is restricted to;

(a) Private venues, or

(b) Roads closed in accordance with the 10th Schedule of the Local Government Act, and

(c) Vehicles of the following type, class, category or classifications:

(i) Race:

(a) Formula First, Formula Ford, Toyota 86, Cross Cars, Mini Challenge Cars and Formula Junior only; or

(b) Any other vehicle (closed or open) with a corrected CC rating of 2500cc and under or have a Power to Weight ratio of 6.0:1 (KG : BHP) or above, where the manufacturer's authenticated Power to Weight ratio is maintained.

(ii) Rally:

(a) Up to a corrected CC rating of 2000cc

Note: *When acting purely as a Rally co-driver these restrictions do not apply. Approved vehicles will be noted on the Junior Competitor's Competition Licence.*

(3) Junior C Grade Competition requirements:

(a) Such persons would, as a prerequisite to obtaining a Junior C Grade competition licence, be required to;

(i) have five(5) signed Clearances from any ClubSport Events, or

(ii) have a signed clearance from a course conducted by a MotorSport NZ Licensed Driving School.

(b) An exception to this rule may be applied for by a competitor to the MotorSport NZ Competition Licence Panel and granted if the Panel decides it is justified by the applicant's record of results and experience, which must be submitted with the application and should include a history of MotorSport NZ recognised competition.

(4) Junior R Grade Competition licence requirements and event limitations (drivers):

(a) **Prerequisites:** Such persons would, as a prerequisite to obtaining a Junior R Grade Competition licence, be required to;

(i) have three(3) signed Clearances from any ClubSport Advanced Event, or

(ii) have a signed clearance from a course conducted by a MotorSport NZ Licensed Driving School.

(iii) An exception to this rule may be applied for by a competitor to the MotorSport NZ Competition Licence Panel and granted if the Panel decides it is justified by the applicant's record of results and experience, which must be submitted with the application and should include a history of MotorSport NZ recognised competition.

(b) **Event limitations:** approved Junior R Grade Competition licence holders shall:

(i) Be approved to compete in Clubmans rallies only, and

(ii) Their co-driver must have a full Civil Driver's Licence and must drive all public road touring stages.

4. Licence Types:

4.1 Entrant's:

(1) Entitles the holder being a person, firm or body corporate other than the driver of the vehicle, to enter a vehicle in any Event or Accredited Series organised in accordance with either the International Sporting Code of FIA or MotorSport NZ.

(2) An Entrant's Licence issued by MotorSport NZ is valid for all International Events inside or outside New Zealand, along with all Events of National or ClubSport status in New Zealand.

(3) The maximum number of words permitted in the Entrant's Licence title is six(6).

4.2 M Grade:

(1) **Temporary M Grade:** Restricted for use at one(1) ClubSport Event of either Advanced or Basic Status (excluding MotorSport NZ Championships, Accredited Series, Rallysprints and ClubSport Advanced status Drift events) for which the Permit issued by MotorSport NZ is limited to a maximum of two(2) days. A Temporary M Grade Competition Licence is restricted to persons 16 years of age and over.

Temporary M Grade licences may be issued by the Steward, the Event Clerk of the Course or the Secretary of the Event following the competitors concerned attending a briefing covering the safety aspects of the Event.

(2) **M Grade:** Valid for all ClubSport Events including Championship and Accredited Series of either Advanced or Basic Status. (For details on what Events comprise Advanced or Basic status, refer to Appendix Five Schedule C.).

Note: *For those persons aged from the date of their 12th birthday up until their 16th birthday, Part One Article 3 of this Schedule details specific requirements for the issue of a Junior M Grade Licence.*

(a) Obtained from MotorSport NZ by;

(i) making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details), and

(ii) Gaining a pass result, in a simple examination based on information contained in this MotorSport New Zealand Manual or by providing evidence of a pass result within the preceding six(6) months.

4.3 C Grade and R Grade:

Note: For those persons aged from the date of their 12th birthday up until their 16th birthday, Part One Article 3 of this Schedule details specific requirements for the issue of a Junior Licence appropriate for C Grade or R Grade competition.

(1) A prerequisite to the issue of any C Grade and/or R Grade Licence is the submission and acceptance of a Medical Aptitude Declaration (refer Part One Article 2.2).

(2) **C Grade:** C Grade licences are issued in two(2) categories; C1 Grade and C2 Grade. A C Grade licence will initially be issued as a C1 Grade.

(a) **C1 Grade:** Valid for all ClubSport Events and National Race Events, but excludes all Rallies, Events run under International Permits, and Race Events where MotorSport NZ or the organiser of the Event deem it a requirement for either a C2 Grade or an International Licence in accordance with Part One Article 4.4 of this Schedule. A C1 Grade licence shall be obtained from MotorSport NZ by;

(i) making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details), and

(ii) By gaining a pass result in a C Grade licence examination within the preceding six(6) months.

Note: *Prior to sitting the examination candidates must in particular have gained a good level of knowledge of the National Sporting Code, Appendix Two Schedule A and Appendix Four Schedule Z.*

(b) **C2 Grade:** In addition to the events detailed in (a) above, this Grade is valid for those events where MotorSport NZ or the organiser of the Event deem a C2 Grade licence a requirement. To upgrade a C1 Grade licence to a C2 Grade licence competitors are required to either;

(i) Obtain satisfactory clearances from the Event Clerk of the Course by competing in eight(8) National Races which have taken place at a minimum of two(2) different venues, or

(ii) have a signed clearance from a course conducted by a Motorsport NZ Licensed Driving School, along with obtaining a satisfactory clearance from the Event Clerk of the Course by competing in one(1) National Race.

(iii) An exception to this rule may be applied for by a competitor to the MotorSport NZ Competition Licence Panel and granted if the Panel decides it is justified by the applicant's record of results and experience, which must be submitted with the application and should include a history of MotorSport NZ recognised competition.

Note: *Recognised competition may include such activities as conducted by KartSport, Speedway NZ, NZ Drag Racing Association or other events as deemed appropriate by MotorSport NZ.*

(3) **R Grade:** R Grade licences are issued in two(2) categories, R1 Grade and R2 Grade. An R Grade licence will initially be issued as an R1 Grade.

(a) **R1 Grade:** Valid for all ClubSport Events and National Rallies but excludes all Races, Events run under International Permits and Rally Events where MotorSport NZ or the organiser of the Event deem it a requirement for either an R2 Grade or an International Licence in accordance with Part One Article 4.4 of this Schedule. An R1 Grade licence shall be obtained from MotorSport NZ by;

(i) Making application through the MotorSport Online system including payment of prescribed fee, (refer Appendix One Schedule B for details), and

(ii) By gaining a pass result in an R Grade licence examination within the preceding six(6) months.

Note: *Prior to sitting the examination candidates must in particular have gained a good level of knowledge of the National Sporting Code, Appendix Two Schedule A and Appendix Three Schedule R.*

(b) **R2 Grade:** In addition to the events detailed in (a) above, this Grade is valid for those events where MotorSport NZ or the organiser of the Event deem an R2 Grade licence a requirement. To upgrade an R1 Grade licence to an R2 Grade licence competitors are required to either;

(i) Obtain satisfactory clearances from the Event Clerk of the Course by competing in two(2) Rallies, or

(ii) Have a signed clearance from a course conducted by a Motorsport NZ Licensed Driving School.

(iii) An exception to this rule may be applied for by a competitor to the MotorSport NZ Competition Licence Panel and granted if the Panel decides it is justified by the applicant's record of results and experience, which must be submitted

with the application and should include a history of MotorSport NZ recognised competition.

Note: *Recognised competition may include such activities as conducted by KartSport, Speedway NZ, NZ Drag Racing Association or other events as deemed appropriate by MotorSport NZ.*

(4) **Temporary HC Grade:** Restricted for use by Vintage Car Club members only and shall be valid for competition at one(1) MotorSport NZ National Race permitted Meeting or Event (to a maximum of three(3) days). It may not be used to compete in any MotorSport NZ Championship or Accredited Series races.

(a) Obtained by contacting the Steward appointed to the Event, and

(i) Completing the specific application form held by the Steward, and

(ii) Gaining a pass result in a simple examination based on information contained in the "Drivers Guide", or by providing evidence of a pass result within the preceding three(3) months, and

(iii) Hold current VCC membership, a valid VCC licence, and a logbook and Vehicle Identity Card (VIC) for the competing vehicle, and

(iv) Sign a medical aptitude declaration at the time of licence issue by the Meeting Steward, and

(v) Payment of the prescribed fee (Refer Appendix One Schedule B for details).

4.4 Licence Grade and Vehicle Type / Category Restrictions:

(1) MotorSport NZ reserves the right to set a higher grade of Competition licence for specific vehicle types / categories at any time.

4.5 International Grades:

(1) MotorSport NZ, being the duly appointed representative for FIA in New Zealand, is entitled to issue such licences in accordance with Appendix L of the FIA International Sporting Code, in the following grades;

Licence Grade	Discipline	Vehicle Type
INT A Grade	Race	F1-Type LMP1 Hypercar
INT B Grade	Race	F2-Type LMP2 TC1
INT C-C Grade - Circuits	Race	Historic HF1/HF2/HF5000 Truck 1
INT D-C Grade - Circuits	Race	F4 GT4 Sports TC3 AXTC RXTC

		Historic (rest)T Truck 2 Drifting D1
INT C-R Grade - Roads	Rally	*Minimum grade required for Roads International competitions using rally cars with a P/W ratio in between 3 to 5 KG/HP ratio:* *Rally1* *Rally 2* *RGT* *Hillclimb (CN/D/E2 CII)* *Cross Country T1*
INT D-R Grade - Roads	Rally	*Minimum grade required for Roads International competitions using rally cars with more than 5 Kg/HP ratio:* *Rally 3* *Rally 4* *Rally 5* *Cross Country (rest)*

The fee established for any International Grade Licence includes an International Medical Clearance Card, International Visa and Foreign Participation Visa.

Note: *The International Medical Clearance, International Visa and Foreign Participation Visa will be printed onto the competitor's Competition Licence, or on the Temporary Competition Licence letter (if applicable) provided by MotorSport New Zealand.*

(2) A prerequisite to the issue of an International licence irrespective of grade is the passing of a medical examination (refer Part One Article 2.3).

(3) **INT A Grade and INT B Grade Licences:** The criteria for initial applications, or to maintain or upgrade an INT A or INT B Grade licence is established within the FIA Appendix L as detailed for each grade. Competition results are required and must be submitted on a form which is available from MotorSport NZ.

(4) **INT C-C Grade Licence:** Valid for all International Race Events that have been entered on the FIA Sporting Calendar as able to be contested by holders of INT C Grade Licences and all National Race Events and ClubSport Events held in accordance with the National Sporting Code of MotorSport NZ. The following criteria is required for initial applications:

(a) Obtained from MotorSport NZ by making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details).

(b) Additionally, applicants shall have;

(i) Held an INT D-C; or

(ii) Held a C2 Grade National licence; and

(iii) Confirmed to have completed ten(10) National Race Events within two(2) years prior to application; and

(iv) Completed the Circuit FIA E-Learning Safety training.

(5) **INT D-C Grade Licences:** Valid for all International Race Events that have been entered on the FIA Sporting Calendar as able to be contested by holders of INT D-C Grade Licences, and all National Race Events and ClubSport Events held in accordance with the National Sporting Code of MotorSport NZ. The following criteria is required for initial applications:

(a) Obtained from MotorSport NZ by making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One, Schedule B for details).

(b) Additionally, applicants shall have;

(i) Previously held a C2 Grade National licence; and

(ii) Confirmed to have completed five(5) National Race Events within two(2) years prior to application; and

(iii) Completed the Circuit FIA E-Learning Safety training

(6) **INT C-R Grade Licence:** Valid for all International Rally Events that have been entered on the FIA Sporting Calendar as able to be contested by holders of INT C-R and INT D-R Grade Licences and all National Rally Events and ClubSport Events held in accordance with the National Sporting Code of MotorSport NZ. The following criteria is required for initial applications:

(c) Obtained from MotorSport NZ by making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details).

(d) Additionally, applicants shall have;

(i) Held INT D-R; or

(ii) Confirmed to have completed ten(10) National Rally Events within two(2) years prior to application; and

(iii) Completed the Roads FIA E-Learning Safety training.

(7) **INT D-R Grade Licences**: Valid for all International Rally Events that have been entered on the FIA Sporting Calendar as able to be contested by holders of INT D-R Grade Licences and all National Rally Events and ClubSport Events held in accordance with the National Sporting Code of MotorSport NZ. The following criteria is required for initial applications:

(a) Obtained from MotorSport NZ by making application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One, Schedule B for details).

(b) Additionally, applicants shall have;

(i) Previously held a R2 Grade National licence; and

(ii) Confirmed to have completed five(5) National Rally Events within two(2) years prior to application; and

(iii) Completed the Roads FIA E-Learning Safety training.

4.6 Land Speed Record Licence:

(1) **National Land Speed Records:** MSNZ Licence Requirements for MSNZ Land Speed record attempts are that the driver holds a C2 Grade licence or higher. Please refer to App 7.01 Record Attempts.

(2) **International Land Speed Records:** FIA Licence Requirements for All Cars Conducting Distance, Time, or Absolute World Closed Course Record Attempts on Closed Tracks or on Open Tracks of 10 km or 10 Miles. Distance, time, or absolute world closed course record attempts (as defined in Appendix D to the FIA International Sporting Code) on closed tracks or on open tracks of 10 km or 10 miles require an FIA International driver's licence (refer Part IV of the FIA ISC).

The FIA Land Speed Record driver's licence is vehicle specific and gives the driver the permission to conduct record attempts in a specific car, which will be identified by name, number, and picture. In the event of a car change, the driver does not have to apply for a new licence but must follow the requirements for a gradual speed increase starting from the Land Speed Record C level. As the driver fulfils the speed requirements, this will be noted on the licence.

Fees for licence applications can be found in Sch B of the MotorSport Manual.

The International Land Speed Record Licence Grades are as follows:
International LSR – D: <200kph
International LSR – C: <300kmp
International LSR – B: <400kph
International LSR – A: Unlimited

5. MotorSport NZ Licence holders competing outside of New Zealand:

5.1 Internal Visa:

(1) The FIA International Sporting Code under Article 2.3.10 states: *"A person having a licence from an ASN other than his Parent ASN will be able to take part with this licence in national competitions taking place on the territory of his Parent ASN, according to the conditions set by the Parent ASN."*

(2) In accordance with this Article, MotorSport NZ will issue an Internal Visa that allows the bearer the same privileges and conditions as that of a person holding a similar grade licence issued by MotorSport NZ.

(3) Obtain an Internal Visa by making application through the MotorSport Online system including payment of the appropriate fee. (Refer Appendix One Schedule B for details).

5.2 Trans-Tasman Visa: The World MotorSport Council of the FIA approved a joint agreement by MotorSport NZ and Motorsport Australia (being the FIA recognised ASN of Australia) for mutual recognition of competition licences in accordance with Article 2.3 of the FIA International Sporting Code as defined for European Union Countries and comparable countries. This mutual recognition between the territories of New Zealand and Australia being subject to the following terms and conditions:

(1) This agreement shall apply to all Events listed on the Sporting Calendars published by MotorSport NZ and Motorsport Australia respectively. Other Events may be selected for inclusion should both MotorSport NZ and Motorsport Australia agree.

(2) Any competitor wishing to contest an Event in Australia covered by this mutually recognised agreement, must hold a Competition Licence issued by MotorSport NZ, of at least the grade required under the Motorsport Australia Event Permit-.

(3) The competitor shall first obtain a Trans-Tasman Visa by making application through the MotorSport NZ online system including payment of the appropriate fee, (refer Appendix One Schedule B for details).

(4) By submission of the application for a Trans-Tasman Visa the competitor shall agree to be bound by the rules (procedural, judicial and technical) of Motorsport Australia for the duration of the Visa whilst competing in Australia.

(5) MotorSport NZ shall, on being satisfied that the application is correct and is applicable for the Event, issue a Trans-Tasman Visa.

Note: *Confirmation of the Trans-Tasman Visa will be printed onto the competitor's Competition Licence, or on the Temporary Competition Licence letter (if applicable) provided by MotorSport New Zealand.*

5.3 **International Visas:** are automatically issued to all current International Grade licence holders as are required for use in all International permitted Events outside of NZ.

Note: *Confirmation of an International Visa will be printed onto the competitor's Competition Licence, or on the Temporary Competition Licence letter (if applicable) provided by MotorSport New Zealand.*

6. Use of another ASN's Competition Licence in New Zealand:

6.1 Foreign Participation Visas:

(1) The FIA International Sporting Code under Articles 2.3.4 and 2.3.6 states: '

"If the National Competition forms part of a National Championship, cup, trophy, challenge or series, Competitors and Drivers who are foreign licence-holders may, at the sole discretion of the relevant ASN, be eligible to score points in the classification of the said Championship, cup, trophy, challenge or series. The allocation of points in the ranking of the said championship, cup, trophy, challenge or series may take the Competitors and Drivers who are foreign licence- holders into account."

(2) Any competitor must hold a current Competition Licence issued by their parent ASN equivalent to the Event to be entered in New Zealand.

(3) Any competitor holding a current Competition Licence issued by their parent ASN must provide written confirmation (in English) from their parent ASN that the Licence held is the highest National level Licence issued by that ASN and is equivalent to the grade required to enter the Event in New Zealand.

(4) Any competitor must provide written confirmation from their parent ASN (in English) that the competitor meets the FIA medical standard for an International Licence (FIA International Sporting Code, Appendix L Chapter 2), OR have complied with that specified in Part One Article 2.3 of this Schedule.

7. Issuing Competition licences to non-New Zealand Citizens:

7.1 Criteria:

(1) The FIA International Sporting Code under Article 9.3 states;

"9.3.1 Each ASN shall be entitled to issue Licences to its nationals.
9.3.2 Each ASN shall be entitled to issue Licences to the nationals of other countries represented within the FIA, in compliance with the following statutory conditions:
9.3.2.a That their parent ASN gives its prior agreement to the issuing which may only take place once a year and in special cases;
9.3.2.b That they can produce for their parent ASN (the country of their passport) a permanent proof of residence in the other country (any person aged less than 18 years on the day of the request must provide attestation that they are in full-time education in the other country);
9.3.2.c That their parent ASN has recovered the licence originally issued.
9.3.3 No person authorised by their Parent ASN to apply for a Licence from another ASN shall hold a Licence from their Parent ASN valid for the current year."

(2) In accordance with this Article MotorSport NZ will, having satisfied itself that the competitor has supplied with the competition licence application the prerequisites detailed in (1) above, issue a MotorSport NZ competition licence of a grade and type commensurate to the grade previously held.

(3) In the case of an application from a foreigner belonging to a country not yet represented within the FIA, direct the competitor to undertake and achieve a pass result at a Competition Licence Course conducted by a MotorSport NZ Licensed Driving School prior to issuing the appropriate grade licence.

(4) To apply for a MotorSport NZ licence, proof of permanent residency is required as follows:

(a) For applicants who are citizens of Australia, as no Visa is required by the New Zealand Government, a copy of a utility bill or property agreement for a NZ address may be provided.

(b) For applicants who are citizens of any other country, a copy of a New Zealand Certificate of Citizenship or Passport will suffice. For those living in New Zealand on a Visa, this is required to be either a Resident, Permanent Residency or Work Visa.

(c) All other Visas issued, such as a 'Working Holiday Visa', do not meet the Permanent Residency criteria as detailed in FIA ISC 9.3.

7.2 Competitors competing in NZ using a licence from another ASN:

(1) ClubSport / National Status Events:

(a) If the licence is issued by Motorsport Australia, the competitor will also require a Trans-Tasman Visa issued by Motorsport Australia.

(b) All other FIA ASNs: The equivalent of that ASN's Foreign Participation Visa and International Medical Clearance Card is required.

(c) In all cases, competition in NZ must be of equal or lesser status to the MotorSport NZ Licence requirement for that event.

(2) International Permitted Events: All International Status events require a current International Grade licence with that ASNs equivalent International Medical Clearance Card and International Visa.

Part Two – Officials' Licences

1. General:

1.1 Part IV of the National Sporting Code governs the issue of all MotorSport NZ officials licences.

1.2 This Schedule specifies types, qualifications, experience and training required for any person to hold a Licence.

2. Types of licence:

2.1 MotorSport NZ shall issue licences of the following types:

- Steward
- Event Director (and Assistant Event Director)
- Race Director
- Technical Officer
- Clerk of the Course (Gold, Silver and Bronze Grades)
- Competitor Relations Officer
- Scrutineer ('A' and Standard Categories)

2.2 **Steward:** MotorSport NZ in accordance with the National Sporting Code shall appoint persons with sound knowledge of the National Sporting Code and its Appendices and Schedules.

(1) Application for appointment as a Steward is made by obtaining the necessary application form from either the Area Steward or Chief Steward. MotorSport NZ is not bound to accept any application.

(2) Successful applicants shall:

(a) Maintain current membership of a Member Club, and

(b) Act at all times while officiating in strict accordance with the National Sporting Code.

(3) Steward's licences shall be issued for a two(2) year term. Steward's licences may, at the absolute discretion of MotorSport NZ be renewed for a further term.

2.3 **Event Director or Race Director:** MotorSport NZ in accordance with the National Sporting Code may from time to time appoint such persons who in its opinion have demonstrated a high level of competence as a Steward or Clerk of the Course.

(1) Any such appointments may be limited to either an Event or Meeting, the duration of a Series or Event(s) or for a twelve(12) month period, whichever it deems necessary.

(2) Such appointees shall:

(a) Maintain current membership of a Member Club, and

(b) Act at all times while officiating in strict accordance with the National Sporting Code.

(3) Where appropriate MotorSport NZ may appoint an assistant who shall act for the whole or any part of the term of appointment of the Event Director and who shall be appointed and bound in the same manner as the Event Director and exercise only those duties delegated by the Event Director or MotorSport NZ.

2.4 **Technical Officer:** MotorSport NZ in accordance with the National Sporting Code shall appoint persons with sound knowledge of both mechanical engineering and the National Sporting Code.

(1) MotorSport NZ in accordance with the National Sporting Code has established a Technical Officer licence.

(2) **Entry Criteria:** The criteria for initially obtaining a licence are:

(a) By making application through the MotorSport Online system. MotorSport NZ is not bound to accept any application.

(b) The applicant shall have:

(i) Provided details that demonstrate to MotorSport NZ's satisfaction an extensive knowledge of automotive and mechanical engineering, and

(ii) Successfully completed the required training provided by MotorSport NZ, and

(iii) Have previously held a licence as a Scrutineer.

(c) Successful applicants shall:

(i) Maintain current membership of a Member Club, and

(ii) Act at all times while officiating in strict accordance with the National Sporting Code.

(d) Initial licences will have a one(1) year validity subject to the provisions of Part IV of the National Sporting Code.

(3) **Reissue criteria:** The applicant must have attended a Scrutineer training within the previous two(2) years.

(4) Licences shall expire:

(a) annually from date of issue, and

(b) and at the absolute discretion of MotorSport NZ be renewed for a further term.

2.5 **Clerk of the Course:** MotorSport NZ in accordance with the National Sporting Code shall appoint persons with sound knowledge of the National Sporting Code and its Appendices and Schedules.

(1) **Grades:** MotorSport NZ in accordance with the National Sporting Code has established three(3) grades of Clerk of the Course licences:

(a) **Bronze Grade:** is the minimum grade required for all ClubSport Advanced events except Rallysprints.

(b) **Silver Grade:**

(i) **Race:** is the minimum grade required for all other National permit Race Meetings or Events.

(ii) **Rally:** is the minimum grade required for all Rallysprint events and Clubmans status rally events.

(c) **Gold Grade:**

(i) **Race:** is required for all National permit MotorSport NZ Championship and/or Level 1 Accredited Series Race Meetings or Events plus all Race Meetings or Events held on temporary street circuits.

(ii) Rally: is required for all Rallies.

(2) Entry Criteria: The criteria for initially obtaining a licence are:

(a) By making application through the MotorSport Online system. MotorSport NZ is not bound to accept any application.

(b) Bronze Grade: The applicant shall:

(i) have successfully completed the required training provided by MotorSport NZ; and

(ii) have a proven history of being involved in the organising of MotorSport NZ permitted events within their Club; and

(iii) be endorsed by the Chief Clerk of the Course.

Note: *The recommended minimum experience for this licence is for the applicant to have officiated or assisted at two(2) Basic status events and one(1) Advanced status event.*

(c) Silver Grade: The applicant shall:

(i) have successfully completed the required training provided by MotorSport NZ, and

(ii) be endorsed by the Chief Clerk of the Course.

Note: *The recommended minimum experience for this licence is for the applicant to have previously held a Clerk of the Course Bronze licence and officiated for at least two(2) events as (for Race) a race controller, flag marshal or CRO, or (for Rally) a timing crew member, HQ controller or CRO.*

(d) Gold Grade: The applicant shall:

(i) have previously held a Silver Grade licence for a minimum of two(2) years and acted as;

(a) Clerk of the Course; or,

(b) Assistant Clerk of the Course at any two(2) Race Meetings or Events or one(1) Rally within a two(2) year period, and

(c) Have successfully completed the required training provided by MotorSport NZ, and

(d) Be endorsed by the Chief Clerk of the Course.

Note: *The recommended minimum experience for this licence is for the applicant to have officiated for at least two(2) events as a Clerk of the Course, one of which must be as either Race Controller or Rally HQ Controller.*

(e) Successful applicants shall:

(i) Maintain current membership of a Member Club, and

(ii) Act at all times while officiating in strict accordance with the National Sporting Code.

(f) Initial licences will have two(2) year validity, except for Clerk of the Course Bronze which will have three(3) year validity, subject to the provisions of Part IV of the National Sporting Code.

(3) **Reissue criteria:** Criteria for maintaining grades of licences are to:

(a) Act as either Clerk of the Course or Assistant Clerk of the Course at any two(2) Race Meetings or Events or one(1) Rally within a two(2) year period, or

(b) as a Clerk of the Course for at least three(3) ClubSport Advanced status Events within a three(3) year period, and

(c) Have successfully completed the required training provided by MotorSport NZ.

(4) Licences shall expire:

(a) biennially from date of issue for Clerk of the Course Gold and Silver, and

(b) triennially from date of issue for Clerk of the Course Bronze, and

(c) may at the absolute discretion of MotorSport NZ be renewed for a further term.

2.6 **Competitor Relations Officer:** MotorSport NZ in accordance with the National Sporting Code may from time to time appoint such persons with sound knowledge of the National Sporting Code and its Appendices and Schedules.

(1) MotorSport NZ in accordance with the National Sporting Code has established a Competitor Relations Officer licence.

(2) **Entry Criteria:** The criteria for initially obtaining a licence are:

(a) By making application through the MotorSport Online system. MotorSport NZ is not bound to accept any application.

(b) The applicant shall successfully completed the required training provided by MotorSport NZ.

(c) Successful applicants shall:

(i) Maintain current membership of a Member Club, and

(ii) Act at all times while officiating in strict accordance with the National Sporting Code.

(d) Initial licences will have three(3) year validity subject to the provisions of Part IV of the National Sporting Code.

(3) **Reissue criteria:** The Criteria for maintaining a licence are to:

(a) Act as Competitor Relations Officer at a MotorSport NZ Championship or Accredited Series Meeting or Event at least on three(3) occasions within a three(3) year period, and

(b) Have successfully completed the required training provided by MotorSport NZ every three(3) years.

(4) Licences shall expire :

(a) triennially from the date of issue, and

(b) may at the absolute discretion of MotorSport NZ be renewed for a further term.

2.7 **Scrutineer:** MotorSport NZ in accordance with the National Sporting Code may from time to time appoint such persons with sound knowledge of the National Sporting Code and Appendix Two Schedule A and where appropriate Appendix Six Schedule AA.

(1) MotorSport NZ in accordance with the National Sporting Code has established a Scrutineers licence in two(2) categories, 'A' and Standard.

(a) **Standard category licence:** Entitles the holder to undertake all of the duties prescribed for a Scrutineer in Part VII of the National Sporting Code.

(b) **'A' category licence:** Entitles the holder to undertake all of the duties prescribed for a Scrutineer in Part VII of the National Sporting Code and to inspect vehicles for the issue and reissue of a MotorSport /LVVTA Authority Card.

(2) **Entry Criteria:** The criteria for initially obtaining a licence are:

(a) By making application through the MotorSport Online system. MotorSport NZ is not bound to accept any application.

(b) **Standard Category:** The applicant shall have;

(i) Provided details that demonstrate to MotorSport NZ's satisfaction of a mechanical aptitude and a sound knowledge of Appendix Two Schedule A, and

(ii) successfully completed the required training provided by MotorSport NZ.

(c) **'A' Category:** The applicant shall have;

(i) Provided details that demonstrate to MotorSport NZ's satisfaction of an extensive knowledge of automotive and mechanical engineering and a sound knowledge of Appendix Two Schedule A, plus an understanding of the current NZTA Warrant of Fitness requirements, and

(ii) successfully completed the required training provided by MotorSport NZ.

(d) Successful applicants shall:

(i) Maintain current membership of a Member Club, and

(ii) Act at all times while officiating in strict accordance with the National Sporting Code.

(e) Initial licences will have two(2) year validity subject to the provisions of Part IV of the National Sporting Code.

(3) **Reissue criteria:** The Criteria for maintaining a licence are to:

(a) Act as Scrutineer at least on four(4) occasions within a two(2) year period, and

(b) Have successfully completed the required training provided by MotorSport NZ.

(4) Licences shall expire:

(a) biennially from date of issue, and

(b) may at the absolute discretion of MotorSport NZ be renewed for a further term.

Part Three – Quick Reference to Motorsport NZ Issued Competition Licence Validity and Visas

**Competition licence may not be required.*
*** Please refer to Schedule L, Part One for criteria for the issuing of international competition licences.*

Summary of MotorSport NZ issued Visas

Visa Type	Covers	Licence Grade required

Internal Visa	Competition within NZ by a NZ Citizen issued with a licence from a foreign FIA ASN	The equivalent of the MotorSport NZ licence grade required for the specific competition
Trans-Tasman Visa	Competition permitted by Motorsport Australia	M, C1, C2, R1 or R2 Grade
International Visa	Competition of an International level permitted by a FIA ASN other than MotorSport NZ **Note:** *(this Visa supersedes the Trans-Tasman Visa for competition under MotorSport Australia).*	INT A INT B INT C-C INT D-C INT C-R INT D-R
Foreign Participation Visa	Competition of a National level permitted by a FIA ASN other than MotorSport NZ or Motorsport Australia	M, C1, C2, R1 or R2 Grade (INT Medical Clearance Card must be issued).

APPENDIX ONE

SCHEDULE LS – LICENSED DRIVING SCHOOLS

Amendment Number	Date Published	Date Implemented	Article Number
36094	2 October 2024	2 October 2024	Part One Article 2

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Driving School Licences

Article 1	General
Article 2	Application for Driving School Licence and for Renewal of Driving School Licence
Article 3	Audit
Article 4	Term of Driving School Licence

Part Two – Instructors Licences

Article 1	Application for Instructors Licence and for Renewal of Instructors Licence
Article 2	Audit and Inspection
Article 3	Suspension and Revocation of Instructors Licence

Part Three – Syllabus for Competition Licence Courses

Article 1	Issue of Competition Licences

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Textual changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Driving School Licences

1. General:

1.1 The terms and conditions upon which the holder of a Driving School Licence may use MotorSport NZ's trademarks and hold itself out as licensed and authorised by MotorSport NZ shall be set out in the Licence.

2. Application for Driving School Licence and for Renewal of Driving School Licence:

2.1 Upon application being made through the MotorSport Online system and including payment of the prescribed fee, (refer Appendix One Schedule B for details), MotorSport NZ shall issue a Driving School Licence to any person, firm or body corporate who or which complies with the provisions of Part One Article 2.2 of this Schedule.

2.2 No applicant shall be issued with a Driving School Licence and no Driving School Licence shall be renewed unless:

(1) All vehicles used by the applicant in conducting its courses (regardless of whether a particular vehicle belongs to the applicant or a pupil) at all times:

(a) Comply with and have fitted the minimum safety equipment required by Schedules A or AA of Appendices Two or Six of the National Sporting Code; or

(b) (In the case of vehicles the use of which requires a warrant of fitness) have a current warrant of fitness issued by an approved NZTA agent.

(2) The applicant supplies each of its pupils with (or ensures that each pupil uses) a helmet and protective clothing complying with the requirements of Appendix Two Schedule A of the National Sporting Code.

(3) The applicant ensures that a person with a current Instructor's Licence supervises and conducts each course.

(4) The applicant ensures that:

(a) For all Race driving practical instruction each course venue has available for immediate use a rescue vehicle containing at least the minimum fire and rescue equipment specified in Appendix Two Schedule H, for intervention vehicles, and

(b) For all Rally driving practical instruction each course venue complies with the requirements of Appendix Three Schedule R as pertains to Medical and First Aid requirements at the start of a special stage.

(5) The applicant has in place effective security measures to ensure no vehicle other than the vehicles being used in each course, can drive onto the venue being used by the applicant while a course is in progress.

(6) The applicant keeps at each venue of a course a first aid kit as described in the "First Aid for Workplaces – A Good Practice Guide" document published by the Department of Labour and available on the Worksafe New Zealand website – www.business.govt.nz.

(7) The Driving School nominates a Senior Instructor who holds a current Driving School Instructors licence in accordance with Part Two of this Schedule

(8) All on track sessions shall have the presence of the holder of a minimum current Level One first aid certificate, covering at least NZQA Units 6401 and 6402.

(9) Provided a Licensed Driving School holds at least one(1) valid licence for its Senior Instructor and that person remains on site to oversee the duration of each school, the school may engage the services of current or past C2 Grade or R2 Grade licence holders to assist in the running of each school.

3. Audit:

3.1 Every holder of a Driving School Licence shall at any time, upon reasonable notice being given by MotorSport NZ, allow any person appointed by MotorSport NZ for the purpose to inspect (whether during a course or not) the holder's vehicles, safety equipment, rescue vehicle, first aid cabinet and other facilities as such person may reasonably request, in order to audit compliance with the requirements of the licence.

4. Term of Driving School Licence:

4.1 Unless earlier revoked in accordance with Part One Article 4.2 of this Schedule, every Driving School Licence shall be issued for a term of one(1) year from the date of issue.

4.2 MotorSport NZ shall be entitled to suspend or revoke (or in its discretion, revoke any licence at the end of any period for which it has suspended) any Driving School Licence in the event that the holder thereof:

(1) Is in breach of any the provisions of Part One of this Schedule and does not remedy the breach within a period of thirty(30) days of a notice in writing from MotorSport NZ specifying the breach and requiring its remedy;

(2) Fails to pay any sum due and owing to MotorSport NZ upon any account whatsoever or commits an act of bankruptcy, a receiver or a receiver and manager is appointed over its assets or a substantial part or portion of its assets, or a resolution is passed or an order is made for its winding up or liquidation.

Part Two – Instructors Licences

1. Application for Instructors Licence and for Renewal of Instructors Licence:

1.1 Upon application being made through the MotorSport Online system including payment of the prescribed fee (refer Appendix One Schedule B for details), MotorSport NZ shall issue an Instructors Licence to and renew the Instructors Licence of any person who complies with the provisions of Part Two Article 1.2 of this Schedule.

1.2 No person shall be issued with an Instructors Licence unless the person:

(1) Holds as a minimum a current MotorSport NZ C2 Grade or R2 Grade competition licence or higher, or

(2) Alternatively, has previously held a C2 Grade or R2 Grade licence or higher and can provide evidence to MotorSport NZ detailing competition history of more than one(1) year. In such cases the MotorSport NZ Competition Licence panel shall decide whether the submitted evidence is sufficient to meet the minimum requirements.

2. Audit and Inspection:

2.1 Every holder of an Instructors Licence shall at any time, upon reasonable notice being given by MotorSport NZ, allow any person appointed by MotorSport NZ for the purpose to observe any course conducted by the licence holder in order to audit compliance with the requirements of the licence.

2.2 Every holder of an Instructors Licence shall upon being requested by any person appointed by MotorSport NZ for the purpose, produce for inspection by such person the holder's Licence.

3. Suspension and Revocation of Instructors Licence:

3.1 Unless earlier revoked in accordance with Part Two Article 3.2 of this Schedule, every Instructors Licence shall be issued for a term of one(1) year from the date of issue.

3.2 MotorSport NZ shall be entitled to suspend or revoke (or in its discretion revoke any licence at the end of any period for which it has suspended) any Instructors Licence in the event that the holder thereof:

(1) Is in breach of any the provisions of Part Two of this Schedule and does not remedy the breach within a period of thirty(30) days of a notice in writing from MotorSport NZ specifying the breach and requiring its remedy;

(2) Fails to pay any sum due and owing to MotorSport NZ upon any account whatsoever or commits an act of bankruptcy.

Part Three – Syllabus for Competition Licence Courses

1. Issue of Competition Licences:

1.1 A pass result from the relevant grade examination shall count as satisfaction of MotorSport NZ's criteria for issue of a Competition Licence.

1.2 The holder of an Instructors Licence shall be authorised by MotorSport NZ to be an examiner for the purposes of ensuring competency for the issue of a competition licence.

The current list of licensed driving schools is available on the MotorSport NZ website: www.motorsport.org.nz

APPENDIX ONE

SCHEDULE O – OFFICIALS

Amendment Number	Date Published	Date Implemented	Article Number
36104	24 September 2025	24 September 2025	Article 2 – Designated Officials of a Meeting or Event *(formatting only)*
36103	18 August 2025	18 August 2025	Article 2 – Designated Officials of a Meeting or Event
36095	19 December 2024	1 January 2025	Article 1
36068	1 September 2023	1 September 2023	Article 2 – Designated Officials of a Meeting
36020	1 August 2020	1 October 2020	Article 2 – Designated Officials of a Meeting

Article 1 Article 1

Article 2 Designated Officials of a Meeting or Event:

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

1. Definitions:

1.1 Interpretations: In this Schedule the following abbreviations apply:

"CotC" means a licensed Clerk of the Course, and

"CRO" means a licensed Competitor Relations Officer, and

"SCR" means a licensed Scrutineer, and

"TO" means a MotorSport NZ appointed Technical Officer.

1.2 Duties:

(1) Plurality of duties is permitted as allowed for in the National Sporting Code.

(2) At Events other than International or National Permit status events forming part of a MotorSport NZ Championship or Sanctioned Series or events held on a Temporary Venue (i.e. Street Race), upon successful completion of appropriate duties, the following Officials may take part in the competitions:

(a) The Secretary

(b) Scrutineers

(c) Pit paddock marshals

(d) Clerk of the Course (restricted to ClubSport events only).

Notes:

1. *The Clerk of the Course may compete in ClubSport Basic status events provided an alternative, suitably experienced person is available to control the event during the competition of the Clerk of the Course and a clear handover of responsibilities is made.*

2. *The Clerk of the Course may compete in ClubSport Advanced status events, with the exception of MotorSport NZ Championship or Sanctioned Series events, Street Sprints, Rallysprints or Grass track racing events, provided a Clerk of the Course Bronze licence holder is available to control the event during the competition of the Clerk of the Course, and a clear hand over of responsibilities is made.*

1.3 **Expenses:** Out of pocket expenses that Officials appointed by MotorSport NZ are entitled to claim are detailed in Appendix One Schedule B.

1.4 The minimum age for an Official is 12 years old.

(1) An Official aged between 12 -16 years of age is considered a Junior Official.

(2) A Junior Official must be supervised by a competent adult Official.

Note: *A Junior Official's competency should be the determining factor in assessing their suitability for a role.*

2. Designated Officials of a Meeting or Event:

2.1 The Officials required at any International or National Race Permit Meeting or Event, which includes Rounds of either, a MotorSport NZ Championship or Level 1 Accredited Series or any Rally Event (excluding Rallysprints), or any Event that is held on a Temporary Venue (ie. Street Race), shall include (where applicable to the Event) the following who shall hold the appropriate licences, which are listed:

(1)		OFFICIAL	LICENCE
(a)		the Stewards of the Meeting;	Steward
(b)		the Event Director;	CotC Gold or Steward
(c)		the Race Director;	CotC Gold
(d)		the Assistant Event Director;	CotC Gold or Steward
(e)		the Clerk of the Course;	CotC Gold
	(i)	Clubmans Rally;	CotC Silver
(f)		the Assistant Clerks of the Course;	*(refer note 1)*
(g)		the Competitor Relations Officer;	C.R.O. *(refer note 2)*
(h)		the Series Scrutineer;	SCR
(i)		the Chief Scrutineer;	T.O. or SCR.
(j)		the Technical Officers;	T.O.
(k)		the Secretary of the Meeting;	N/A
(l)		the Accident Investigator;	N/A
(m)		the Timekeepers;	N/A
(n)		the Road or Track Observers or Marshals;	N/A

	(o)	the Driving Standards Observers;	N/A
	(p)	the Flag Marshals;	N/A
	(q)	the Judges;	N/A
	(r)	the Handicappers;	N/A
	(s)	the Medical Officer(s);	N/A
	(t)	the Starters;	N/A
	(u)	the Track Marshals for Fire and Safety;	N/A
	(v)	the Crowd Control Officials;	N/A
	(w)	the Pit and Paddock Marshals;	N/A

Notes:

1. *If the Assistant Clerk of the Course is required to conduct hearings then they must hold as a minimum a CotC Silver licence.*

2. *Licence required for MotorSport NZ Championship and Level 1 Accredited Series Race and Rally Events only.*

2.2 The Officials required at any other National Permit Meeting or Event, including rounds of a Level 2 Accredited Series, or Rallysprints, shall include (where applicable to the Event) the following who shall hold the appropriate licences, which are listed:

(1)		**OFFICIAL**	**LICENCE**
	(a)	the Stewards of the Meeting;	Steward
	(b)	the Clerk of the Course;	Minimum of CotC Silver
	(c)	the Secretary of the Meeting;	N/A
	(d)	the Accident Investigator;	N/A
	(e)	the Chief Scrutineer;	T.O. or SCR
	(f)	the Timekeepers;	N/A
	(g)	the Road or Track Observers or Marshals;	N/A
	(h)	the Flag Marshals;	N/A
	(i)	the Medical Officer(s);	N/A
	(j)	the Starters;	N/A
	(k)	the Track Marshals for Fire and Safety;	N/A
	(l)	the Pit and Paddock Marshals;	N/A
(2)	And may include:		
	(m)	the Assistant Clerk of the Course;	*(refer note 1)*
	(n)	the Competitor Relations Officer;	*(refer note 3)*

(o)	the Judges;	N/A
(p)	the Handicappers;	N/A
(q)	the Crowd Control Officials;	N/A

Notes:
3. *It is recommended that a person holding a C.R.O., Steward or CotC licence fill this position.*

2.3 The Officials required at a ClubSport Advanced status Meeting or Event, except Rallysprints, shall include (where applicable to the Event) the following who shall hold the appropriate licences which are listed:

(1) Safety Officer, as required; N/A
(i) Rallysprints; CotC minimum Rally Silver grade
(ii) Multi-car Sprints; CotC minimum Race Silver grade

	OFFICIAL	LICENCE
(a)	the Steward(s) of the Meeting, or;	Steward
(b)	the Clerk of the Course;	CotC Bronze or CotC Silver *(refer note 4)*
(c)	the Secretary of the Meeting;	N/A
(d)	the Accident Investigator;	N/A
(e)	the Scrutineers;	Scrutineer
(f)	the Timekeepers;	N/A
(g)	the Flag Marshals;	N/A
(h)	the First Aid Official(s);	N/A

Notes:
4. *For any MotorSport NZ ClubSport status Championship a minimum of a CotC Silver licence is required. For all other Events a Clerk of the Course Bronze licence is required.*

(2) And may include:

(i)	the Competitor Relations Officer;
(j)	the Handicappers;
(k)	the Starters;
(l)	the Track Marshalls for Fire and Safety;
(m)	the Crowd Control Officials;
(n)	the Pit and Paddock Marshalls;

(3) Additionally, Officials at any ClubSport Advanced status Meeting or Event which is a round of a Sanctioned series shall include:

(a) the Series Coordinator;

(4) Additionally, the Articles of a Sanctioned Series may provide for appointment of the following Officials of the Series:

(a) the Series Scrutineer;

(b) the Series Publicity Officer;

2.4 The Officials required at ClubSport Basic Status Meeting or Event shall include (where appropriate to the Event):

(1)

(a)	the Steward(s) of the Meeting;	*(refer Note 5)*
(b)	The Clerk of the Course;	*(refer Note 6)*

Notes:

5. *The Permit Issuing Steward may appoint a Steward or Safety Officer if considered appropriate.*

6. *It is recommended that a person holding a Steward or CotC licence fill this position.*

(2) And may include:

(c)	the Competitor Relations Officer;	*(refer note 7)*
(d)	the Starters;	
(e)	the Crowd Control Officials;	
(f)	the Pit and Paddock Marshalls;	

Notes:

7. *It is recommended that a person holding a CRO, Steward or CotC licence fill this position.*

APPENDIX ONE

SCHEDULE P - PENALTIES

Amendment Number	Date Published	Date Implemented	Article Number
36088	2 July 2024	2 July 2024	Article 2, Article 5
36084	4 June 2024	4 June 2024	Article 5
36069	1 September 2023	1 September 2023	Article 5
36055	24 March 2023	27 March 2023	Article 5
36049	22 August 2022	22 August 2022	Article 5
36037	4 November 2021	4 November 2021	Article 5
36007	11 July 2019	11 July 2019	Article 5

Penalties on Competitors, Entrants and Drivers, Officials, Member Clubs and Officers

Article 1	Introduction
Article 2	Scales of Penalties for Meetings and Events
Article 3	Penalties for Serious Offences
Article 4	Scales of Penalties for Officials, Member Clubs, Officers, Licence Holders, members of affiliated clubs or other members of MotorSport NZ
Article 5	Table of Penalties for Competitors, Entrants and Drivers
Article 6	Table of Penalties for Officials, Member Clubs, and Officers

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

1. Introduction:

1.1 Article 90(1) of the National Sporting Code sets out who is entitled to discipline and penalise Competitors, Entrants and Drivers for breaches of the Code, or the Standing or Supplementary Regulations (if any) of a Meeting or Event.

1.2 Any Championship or Series penalty (if any is prescribed in the Championship or Series Articles) is to be in addition to and not in substitution for any Meeting or Event penalty. Pursuant to Article 97(1) of the National Sporting Code all Championship or Series fines are to be paid to MotorSport NZ.

1.3 Article 91 of the National Sporting Code sets out who is entitled to discipline and penalise Officials for breaches of the Code, or the Standing or Supplementary Regulations (if any) of a Series, Meeting or Event.

1.4 Article 92 of the National Sporting Code sets out who is entitled to discipline and penalise Member Clubs, Officers, Licence Holders, members of Affiliated Clubs or other members of MotorSport NZ for breaches of the Code, or the Standing or Supplementary Regulations (if any) of a Series, Meeting or Event.

2. Scales of Penalties for Meetings and Events:

2.1 Pursuant to Article 90(3) of the National Sporting Code, MotorSport NZ has, subject to the following clauses, prescribed in Article 5 of this Schedule, penalties to apply to Competitors, Entrants and Drivers in Series, Meetings and Events.

(1) Championship or Series penalties may also, if prescribed in the Articles of a Championship or Sanctioned Series of which the Meeting or Event is a round, apply to some of these breaches.

(2) GST is not payable on fines.

(3) Standard and Additional Penalties:

(a) In all cases the Standard Penalty shall be applied except those marked with an asterix (*) where the provisions of Article 2.1(4) of this Schedule may be utilised as an alternative.

(b) Where the Supplementary Regulations provide a provision allowing a time penalty to be served at the conclusion of the next pit stop, this must be done in accordance with Schedule Z, Article 13.11 (2).

(c) The Standard Penalty in many cases consists of a fine and penalty. The chart (Article 5) lists a maximum fine, the minimum fine being no less than 20% of the maximum listed in all cases.

(d) The penalties in the column Additional Penalties are for use in conjunction with the Standard Penalty when deemed appropriate.

(e) For Championship and Sanctioned Series events the deduction of series points for the Championship or Series may also be imposed as an additional penalty.

(4) In the cases of breaches marked with an asterix (*), the breach may be penalised by a Drive Through Penalty instead of the Standard Penalty prescribed.

If a Drive Through Penalty is imposed, any Standard Penalty prescribed for the breach may not be imposed as well but any Additional Penalty prescribed for the breach may still be imposed if the breach is serious. All Drive Through Penalties are to be administered in accordance with the procedures set out in Appendix Four Schedule Z.

(5) In the case of fines imposed by the Stewards following the hearing of a protest pursuant to Part IX of the National Sporting Code, any Maximum Fine prescribed for the breach may be increased to an amount up to $5,000.00 or such higher figure as may be contained in any Appendix or Schedule to the Code.

(6) In the case of fines imposed by:

(a) The Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code; or,

(b) The National Court of Appeal following the hearing of an appeal pursuant to Part XI of the National Sporting Code;

There shall be no limit to any Maximum fine prescribed for the breach and any or all of the fine may be suspended for a determined period.

At the conclusion of the period the suspended portion of the fine may be released or called at the discretion of the Committee or Appeal panel whoever imposed the suspended fine.

(7) With the exception of automatic suspension as detailed in Article 98 of the National Sporting Code, the penalty of licence suspension (reserved for serious breaches) may only be imposed by:

(a) The Stewards following the hearing held pursuant to Part IX of the National Sporting Code.

In which case any Licence Suspension is limited to a maximum of three(3) months; or,

(i) The Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code, or

(ii) (in the case of alleged violations under the Sports Anti-Doping rules) The Sports Tribunal of New Zealand following a Hearing held pursuant to Part X of the National Sporting Code, or

(iii) The National Court of Appeal following the hearing of an appeal pursuant to Part XI of the National Sporting Code.

(b) In the case of a breach of NSC.1 and NSC.2 only) the Clerk of the Course following a hearing held pursuant to Part VIII of the National Sporting Code.

3. Penalties for Serious Offences:

If at the conclusion of any hearing held pursuant to Part VIII of this Code before the Clerk of the Course, or Event Director, or Race Director, or Stewards of the Meeting or Event, or separately appointed Stewards panel, the Official or Stewards hearing the matter considers that the complaint has been proved and the penalty prescribed in this Schedule or Standing Regulations is insufficient given the serious nature of the offence then in such instances the matter may be passed on for a sentence befitting the serious nature to be applied:

(1) By the Stewards appointed to the Meeting or Event in the case of an Event Director and/or Race Director and/or Clerk of the Course Hearing.

Note: *The Stewards will call a further hearing using the same parameters that apply to Protest Hearings, Part IX of the Code. They will re-hear the matter in its entirety.*

(2) By MotorSport NZ in the case of a Stewards Hearing.
Note: *MotorSport NZ will call a further hearing using the same parameters that apply to Inquiries, Preliminary Hearings and Judicial Hearings in Part X of the Code.*

4. Scales of Penalties for Officials, Member Clubs, Officers, Licence Holders, members of affiliated clubs or other members of MotorSport NZ:

4.1 Pursuant to Articles 91 and 92 of the National Sporting Code, MotorSport NZ has, subject to the following clauses, prescribed in Article 6 of this Schedule, penalties to apply to Officials, Member Clubs, Officers, Licence Holders, or other members of MotorSport NZ.

(1) GST is not payable on fines.

(2) In the case of fines imposed by:

(a) The Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code; or,

(b) The National Court of Appeal following the hearing of an appeal pursuant to Part XI of the National Sporting Code; or

(c) (in the case of alleged violations under the Sports Anti-Doping rules) The Sports Tribunal of New Zealand following a Hearing held in accordance with the provisions of Article 118(3) of the Code.

There shall be no limit to any Maximum fine prescribed for the breach and any or all of the fine may be suspended for a determined period.

At the conclusion of the period the suspended portion of the fine may be released or called at the discretion of the Committee or Appeal panel whoever imposed the suspended fine.

(3) With the exception of automatic suspension as detailed in Article 98 of the National Sporting Code, the penalty of suspension or downgrading or termination of Officials licences may only be imposed by:

(a) The Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code, or

(b) The National Court of Appeal following the hearing of an appeal pursuant to Part XI of the National Sporting Code.

(c) (in the case of alleged violations under the Sports Anti-Doping rules) The Sports Tribunal of New Zealand following a Hearing held in accordance with the provisions of Article 118(3) of the Code.

(4) The penalty of refusal of permit issue, suspension of membership or termination of membership on Member Clubs may only be imposed by the Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code.

(5) The penalty of suspension of, or termination of, term of office on Officers may only be imposed by the Judicial Committee of MotorSport NZ following a Judicial Hearing held pursuant to Part X of the National Sporting Code.

(6)

5. Table of Penalties – Competitors, Entrants and Drivers:

BREACH (OFFENCE)	STANDARD		ADDITIONAL PENALTIES
	MAXIMUM FINE	PENALTIES	
NSC.1			
(a) Failing to submit, when required, to testing for banned substance (as prescribed by Art. 38(1) of National Sporting Code) *(Refer Art 3 of this Schedule)*	$5000.00	Immediate suspension of competition licence and referral to MotorSport NZ	
(b) Returning a positive drug test.	$5000.00	Immediate suspension of competition licence and referral to MotorSport NZ	
(c) Returning a positive alcohol breath test.	$1000.00	1. Minimum 12 hour stand down period 2. Endorsement of competition licence for minimum of 3 months and maximum of 12 months	
NSC.2			
Any of the specific behaviour set out in Art. 94(1) of National Sporting Code (ie. Bribing or attempting to bribe) *(Refer to Art 5 of this Schedule)*	$500.00	Endorsement of competition licence for minimum of 1 month and maximum of 12 months	Suspension of Competition Licence. (Refer Article 2.1(7) of this Schedule)
NSC.3			
Any of the specific behaviour set out in Art. 94(2) of National Sporting Code (i.e. Behaviour concerning entry of competing vehicle or competitor)	$500.00	1. Endorsement of competition licence for minimum of 1 month and maximum of 12 months: and/or 2. Exclusion from Series, Meeting or Event	

NSC.4			
Breach of any specific requirement or obligation of Driver or Entrant for which no other penalty is specified in this Schedule under: **(a)** National Sporting Code or **(b)** Any Appendix or Schedule to an Appendix thereof; or **(c)** The Standing Regulations or Supplementary Regulations (if any) of Meeting or Event;	$500.00		**1.** Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
NSC.5			
Failure to attend drivers briefing (if any).	$50.00		Endorsement of competition licence for minimum of 1 month and maximum of 3 months
NSC.6			
Competing in a Series, Meeting or Event (except for a Series, Meeting or Event on private property or on a permanent race venue) without a valid Civil Drivers Licence, or submitting a false declaration relating to the validity of the licence.	$1000.00	**1.** Exclusion from Series, Meeting or Event. **2.** Suspension of Competition Licence for a minimum of 1 year. *(Refer Article 2.1(7) of this Schedule)*	
NSC.7			
Any of the specific behaviour set out in Art. 94(7) of National Sporting Code (i.e. abuse or threatening of an official or competitor).	$5000.00	**1.** Endorsement of competition licence for minimum of 3 month and maximum of 12 months.	**1.** Suspension of Competition Licence. (Refer Article 2.1(7) of this Schedule) **2.** Exclusion from Meeting or Event
NSC.8			
Failure to produce a valid competition licence when required to do so.		$50.00 mandatory	

BREACH (OFFENCE)	STANDARD		ADDITIONAL PENALTIES
	MAXIMUM FINE	PENALTIES	
A 2A.1			
Failure to produce:			
(a) Valid vehicle logbook on request at documentation or scrutineering audit inspection.			
(i) ClubSport Events.	$50.00		
(ii) All other Events		$50.00 mandatory	
(b) Vehicle identity papers (Vehicle or Roll cage / bar Homologation, MotorSport/LVVTA Authority Card) when required to do so.	n/a	**First offence:** Reprimand and entry in vehicle log book. Second offence: $50.00 mandatory	**1.** Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months
A 2A.2			
Competing in or entering competing vehicle not eligible for Meeting or Event under Schedule of Appendix 2 or Appendix 6 or under Articles of Championship or Sanctioned Series applying to Meeting or Event. Performance and /or reliability. *(Refer Article 3 of this Schedule)*	$500.00	**1.** Exclusion from Meeting or Event or part of the Meeting or Event, and **2.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months.	Suspension of Competition Licence. *(Refer Article 2.1(7) of this Schedule)*
A 2A.3			
Competing in or entering competing vehicle not eligible for Meeting or Event under Schedule of Appendix 2 or Appendix 6 or under Articles of Championship or Sanctioned Series applying to Meeting or Event. Non-performance and/or reliability.	$100.00		**1.**Exclusion from Meeting or Event or part of the Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.

A 2A.4			
(a) Failure to produce Certificate of Description when required to do so	$50.00 mandatory		Exclusion from Series, Meeting or Event.
(b) Minor non-compliance with vehicle Certificate of Description.			
(First Offence)		Reprimand and entry in vehicle logbook	
(Second Offence)	$100.00 mandatory		
(c) Serious non-compliance with vehicle Certificate of Description	$500.00		1. Exclusion from Series, Meeting or Event 2. Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
A 2A.5			
Failing to present competing vehicle; **(a)** For eligibility inspection when required to do so, or **(b)** To Race Event Parc Fermé when required.	$1,000.00	Exclusion from Meeting or Event.	Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
A 2A.6			
Found to have a Schedule A or AA Article 4 safety critical item defect.	$100.00	Exclusion from Meeting or Event or part of the Meeting or Event.	Endorsement of Competition licence for minimum of 1 month and maximum of 3 months.
A 2A.7			
Found to have a Schedule A or AA Article 5 or Article 6 defect.	$50.00		Exclusion From Meeting or Event

A 2A.8			
(a) Failure to have MotorSport NZ official seals fitted.	$500.00	Exclusion from Meeting or Event or part of Meeting or Event.	
(b) Found to have broken, tampered with or removed MotorSport NZ Official Seals applied in accordance with Appendix Two Schedule A.	$1000.00	**1.** Exclusion from the Series, Meeting or Event, and **2.** Deduction of all Championship or Series points since seal application date	Endorsement of Competition licence for a minimum of 1 month to a maximum of 12 months.
(c) Found to be ineligible following removal of official seal(s) for technical compliance inspections by an appointed technical Officer or series Technical Officer.	$500.00	**1.** Exclusion from the Series, Meeting or Event, and **2.** Deduction of all Championship or Series points accrued since the seal application date / time as detailed in vehicles MotorSport NZ logbook.	Endorsement of Competition licence for a minimum of 1 month to a maximum of 12 months.
A 2A.9			
Using tyres on competing vehicle not permitted by the Appendix or Schedule to an Appendix or the Supplementary Regulations.	n/a	Exclusion from Meeting or Event or part of Meeting or Event.	
A 2A.10			
Using auxiliary lights on public roads/touring stages of a Rally or Targa event that are not mounted in a dipped position.	$500.00	**First Offence:** An addition of 5 minutes to total event time. **Second Offence:** Exclusion from Event and cancellation of MSNZ/LVVTA Authority Card	
A 2A.11			
Found to be using a non-complying fuel	$500.00	**1.** Exclusion from Meeting or Event. **2.** Endorsement of competition licence for a minimum of 3 months and maximum of 12 months.	

Penalties Applicable to Rally and Rallysprint Events			
BREACH (OFFENCE)	**STANDARD**		**ADDITIONAL PENALTIES**
	MAXIMUM FINE	**PENALTIES**	
A 3R.1			
Exceeding the maximum speed on Special Stages in a tarmac rally as defined in Appendix Three Schedule R Section 2, Article 1.2 (first offence during the rally).	n/a	Addition of 30seconds to stage time	
(second offence (subsequent stage) during the rally)	$500.00	Addition of 5 minutes to stage time	
(third offence (subsequent stage) during the rally)	$500.00	Exclusion from the Event	Endorsement of Competition Licence for a minimum of 3 months and maximum of 6 months.
A 3R.2			
Failure to correctly display vehicle identification or vehicle advertising.	$500.00		Exclusion from Meeting or Event
A 3R.3			
Failing to report issue of a traffic offence notice during a rally	$500.00	Exclusion from Event	Endorsement of Competition Licence for a minimum of 1 month and a maximum of 3 months.
A 3R.4			
Crew of competing vehicle receiving a traffic offence notice during a rally (first offence during the rally)	$100.00		
(second offence during the rally)	$500.00	Addition of 5 minutes to total Event time	Exclusion from Meeting or Event.
(third offence during the rally)	$1000.00	Exclusion from the Event	Endorsement of competition licence for minimum of 1 month and maximum of 12 months.

A 3R.5			
Failing to report an accident involving damage to property or personal injury during a rally.	$1000.00	Exclusion from Event	Endorsement of Competition Licence for a minimum of 1 month and a maximum of 3 months.
A 3R.6			
Towing or transporting competing vehicle during a rally	n/a	Exclusion from Meeting or Event	
A 3R.7			
Blocking the passage of or preventing the passing of competition car or cars.	$500.00	Addition of 5 minutes to stage time.	Exclusion from Meeting or Event
A 3R.8			
Servicing competing vehicle during a rally in no-servicing or no-access areas (first offence during the rally)	n/a	Addition of 5 minutes to Total Event time.	Exclusion from Meeting or Event.
(second offence during the rally)	$100.00	Addition of 15 minutes to Total Event time.	Exclusion from Meeting or Event.
(third offence during the rally)	$500.00	Exclusion from Event	Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
A 3R.9			
Exceeding maximum speed designated for a Rally Service Park (First Offence)	$20.00 per kph over maximum permitted speed limit		
(Second offence)	$500.00	Exclusion from Event	

A 3R.10			
(a) Breach of pre-event Reconnaissance and Pace Note regulations.	$1000.00	**1.** Exclusion from Meeting or Event. **2.** Endorsement of competition licence for minimum of 12 months.	
(b) Breach of on-event reconnaissance regulations.	$500.00	1st offence Fine 2nd offence Exclusion from Event	Endorsement of Competition Licence for a minimum of 1 month and a maximum of 12 months.
A 3R.11			
False start of a special stage (first offence during the rally)	n/a	Addition of 20seconds to stage time	
(second offence during the rally)		Addition of 5 minutes to stage time	
(third offence during the rally)		Exclusion from Event	
A 3R.12			
Failure to complete time cards during a rally in accordance with Sch R, Article 12.5	n/a	Addition of 10 minutes added to Total Event time	
A 3R.13			
Unauthorised amendment of the time card during a rally in accordance with Sch R, Article 12.5	$500.00	Exclusion from Event	Endorsement of Competition Licence for a minimum of 1 month and a maximum of 3 months.
A 3R.14			
Failure to report to control or Parc Fermé of a rally at due time	n/a	Addition of 1 minute to rally time for each minute of lateness, towards exclusion time only, plus addition of 10seconds to stage time for each minute of lateness.	
A 3R.15			
(a) Failure to obey instructions of Control Post Chief(s). **(b)** Failure to visit all controls in order on the route during a rally.	n/a	Exclusion from Meeting or Event.	

A 3R.16			
Failure to display a warning triangle.	$500.00	Endorsement of Competition Licence for a minimum of 1 month, and maximum of 12 months.	
A 3R.17			
Failure to stop for displayed Red SOS sign, or in-car electronic SOS signal.	$1000.00	**1.** Exclusion from Meeting or Event. **2.** Endorsement of competition licence for minimum of 12 months.	
A 3R.18			
Driving wrong or opposite direction on a special stage during a rally.	n/a	Exclusion from Event.	Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
A 3R.19			
Breach of Parc Fermé regulations.	$100.00	Minimum of 30 seconds added to Special Stage time.	Exclusion from Meeting or Event or part of Meeting or Event.
A 3R.20			
Exceeding total lateness during a rally.	n/a	Exclusion from Event.	
A 3R.21			
Failure to participate in Victory Ceremony or prize giving of a round of the NZ Rally Championship as detailed in the Championship Articles.		Forfeiture of 10 Championship points.	
A 3R.22			
Failure to notify withdrawal from a rally	$500.00	Endorsement of competition licence for minimum of 1 month and maximum of 12 months.	
A 3R.23			
(a) Breach of time control check in – early arrival.	n/a	One(1) minute per minute or fraction of a minute.	
(b) Breach of time control check in – late arrival.	n/a	ten(10) seconds per minute or fraction of a minute.	

Penalties Applicable to Race Events			
BREACH (OFFENCE)	**STANDARD**		**ADDITIONAL PENALTIES**
	MAXIMUM FINE	**PENALTIES**	
A 4Z.1			
Disregard of red flag or red lights	$1,000.00	Exclusion from Meeting or Event.	**1.** Endorsement of Competition Licence for minimum of 3 months and maximum of 6 months: and/or **2.** Suspension of Competition Licence for a maximum of 3 months.
A 4Z.2 *			
Overtaking and not redressing or failing to maintain position under yellow flag or yellow light(s)	$1,000.00	**1.** Exclusion from practice / Qualifying session, or **2.** Addition of up to a maximum of 60seconds to Race Time	**1.** Exclusion from Race; and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 6 months.
A 4Z.3			
Disregarding black flag with number or drive through penalty board, or black flag with orange disc.	$500.00	**1.** During any practice / Qualifying session – exclusion from the Qualifying results. **2.** During any race – exclusion from the Race results.	**1.** Exclusion from Meeting and Event and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months.
A 4Z.4			
Causing a red flag or red lights to be displayed.		1. During any Qualifying session – to be moved three(3) places back in the starting grid of that competitor's next race. 2. During any race that does not recommence – exclusion from the Race results.	
A 4Z.5 *			
Breach of Code of Driving Conduct		1. Exclusion from practice/ Qualifying session, or 2. Addition of up to a maximum of 30seconds to race time	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months; and/or **2.** Exclusion from Race.

A 4Z.6			
Careless driving causing or likely to cause an incident	$500.00	1. Exclusion from practice / Qualifying session, Or 2. Addition of up to a maximum of 60seconds to race time.	1. Exclusion from race; and/or 2. Endorsement of competition licence for minimum of 1 month and maximum of 6 months.
A 4Z.7			
Dangerous driving causing or likely to cause crash, including driving off the circuit.	$1,000.00	**1.** Exclusion from practice/ Qualifying, or **2.** Exclusion from Race **3.** Endorsement of competition licence for minimum of 6 months and maximum of 12 months	**1.** Exclusion from Meeting or Event
A 4Z.8			
Making a false start		Addition of up to a maximum of 20seconds to race time.	**1.** Exclusion from Meeting or Event or part of the Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.
A 4Z.9 *			
Breach of Rolling Start or Safety Car regulations.		Addition of up to a maximum of 20seconds to race time.	**1.** Exclusion from Meeting or Event or part of the Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.
A 4Z.10 *			
Breach of Circuit Regulations.		**1.** If in Qualifying, deletion of fastest Qualifying time; or **2.** If in race, addition of up to 30seconds to race time.	**1.** Maximum fine of $500.00, and/or **2.** Exclusion from Meeting or Event or part of the Meeting or Event: and/or **3.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.

A 4Z.11 *			
Breach of Pit regulations.	$500.00		**1.** Exclusion from practice / qualifying session or Exclusion from Meeting or Event or part of the Meeting or Event: and/or **2.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.
A 4Z.12 *			
Breach of pit lane speed limit.		**1.** During a practice/ Qualifying session, exclusion from Qualifying results. **2.** If in a race, addition of up to 30seconds of race time.	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 3 months.
A 4Z.13			
(a) Crossing the pit entry line, or **(b)** Crossing the pit exit blend line when leaving pit lane.		**1.** If in practice/ Qualifying, deletion of fastest Qualifying time; or **2.** If in race, addition of 10seconds to race time.	1. Endorsement of competition licence for minimum of 1 month and maximum of 3 months.
A 4Z.14			
Breach of Meeting Ride conditions			
(a) Driving Behaviour	$1,000.00	Endorsement of competition licence for minimum of 1 month and maximum of 6 months.	**1.** Exclusion from Meeting; and/or
(b) Failing to comply with MotorSport NZ Meeting Ride protocols	$500.00		**1.** Exclusion from Meeting; and/or **2.** Exclusion of participating in Meeting Ride sessions for minimum of 1 month and maximum of 6 months.
A 4Z.15			
Pushing a Car by the driver or by another Car along the circuit or across the finish line		1. During any practice / Qualifying session – to be moved up to five(5) places back in the starting grid of that competitor's next race. 2. During any race – exclusion from the Race results.	
A 4Z.16 *			

Leaving the circuit, gaining an advantage, and not redressing		**Practice**: Reprimand **NB:** *Multiple offences may incur a grid penalty of three (3) grid places at next race.* **Qualifying**: Loss of lap time of the lap and following lap on which the advantage has been gained. **NB:** *Multiple offences may incur a time penalty of up to thirty (30) seconds.* **Race:** Up to thirty (30) second time penalty	
A 4Z.17 *			
Undertaking Practice starts other than as permitted.		**Practice**: Reprimand **NB:** *Multiple offences may incur a grid penalty of three (3) grid places at next race.* **Qualifying:** loss of fastest Qualifying lap **Racing:** Up to thirty (30) second time penalty	
A 4Z.18 *			
Failing to stop for red light at Pit Lane exit.		**Practice:** Reprimand **NB**: *Multiple offences may incur a grid penalty of three (3) grid places at next race.* **Qualifying:** to be moved three (3) places back in starting grid for the next race. **Racing**: Up to thirty (30) second time penalty	
A 4Z.19			
Failing to complete time penalty imposed in accordance with Schedule P, Article 2 (3) (b).		**Racing:** Original time penalty imposed added to race time.	
BREACH (OFFENCE)	**STANDARD**		

	MAXIMUM FINE	PENALTIES	ADDITIONAL PENALTIES
A 4TR.1			
A truck exceeding the maximum allowable speed limit of 160km/h.		**1.** During any practice/ Qualifying session Exceeding maximum allowable speed for 2 seconds or more – lap time on which the infringement occurred will be deleted. **2**. During any race – **(a)** First and second infringement: Exceeding maximum allowable speed for: **(i)** 2 seconds or more but less than 3 – 10 seconds added to race time. **(ii)** 3 seconds or more but less than 5 – 20 seconds added to race time. **(iii)** 5 seconds or more but less than 6 – 30 seconds added to race time. **(iv)** 6 seconds or more exclusion from the Race. **(b)** Third infringement in the same Race: exclusion from the Race results.	
A 4TR.2			
A truck exceeding 170km/h at any time.		Exclusion from the session / race on first infringement.	
A 4TR.3			
Emitting excess smoke		**1.** During any practice / Qualifying session – All times achieved in that session will be deleted. The starting position for the next race shall be at the rear of the grid. **2.** During any race – **(a)** First infringement: addition of 10 seconds to race time. **(b)** Second infringement: exclusion from the Race.	

Penalties Applicable to Drift Events

BREACH (OFFENCE)	STANDARD		ADDITIONAL PENALTIES
	MAXIMUM FINE	PENALTIES	
A 5D.1			
Failure to maintain traction outside of the Drift Zone	$200.00	Endorsement of competition licence for minimum of 1 month and maximum of 6 months.	Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event
A 5D.2			
Disregard of Yellow Flag	$500.00	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 6 months; and/or **2.** Loss of up to 4 qualifying positions.	**1.** Deduction of Series points equal to 1st place. **2.** Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event
A 5D.3			
Disregard of Red Flag	$1000.00	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months. **2.** Loss of up to 4 qualifying positions.	**1.** Deduction of Series points equal to 1st place. **2.** Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event
A 5D.4			
Breach of Code of Driver Conduct	$500.00	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months. **2.** Loss of up to 4 qualifying positions.	**1.** Deduction of Series points equal to 1st place. **2.** Exclusion from Series, Meeting or Event or part of the Series, Meeting or Event.
A 5D.5			
Breach of Pit regulations	$500.00		Loss of up to 4 qualifying positions.
A 5D.6			
Breach of Drift Zone regulations	$500.00	**1.** Endorsement of competition licence for minimum of 1 month and maximum of 12 months; and/or **2.** Loss of up to 4 qualifying positions.	Deduction of Series points equal to 1st place.
A 5D.7			

Breach of any specific requirement or obligation of Driver's (or Entrant's) Crew or Team as set out in: **(a)** The Standing Regulations, or **(b)** The Supplementary Regulations of the Meeting or Event.	$500.00		**1.** Deduction of Series points equal to 1st place, and/or **2.** Loss of up to 4 qualifying positions.

6. Table of Penalties for Officials, Member Clubs, and Officers:

6.1 In the following table of penalties those marked;

(1) OFFICIAL prescribes penalties to be applied after a hearing on matters relating to an offence involving an Official, and

(2) MC prescribes penalties to be applied after a hearing on matters relating to an offence involving Member Clubs, and

(3) OB prescribes penalties to be applied after a hearing on matters relating to an offence involving an Officer.

6.2 Table of Penalties:

BREACH (OFFENCE)	STANDARD		ADDITIONAL PENALTIES
	MAXIMUM FINE	PENALTIES	
OFFICIAL.1			
Any of the specific behaviour set out in Art. 94(1) or (3) of National Sporting Code. *(Refer to Art 3 of this Schedule).*	n/a	Endorsement of Officials licence for minimum of 6 month and maximum of 24 months.	Suspension of Officials Licence.
OFFICIAL.2			
Any of the specific behaviour set out in Art. 94 (2) or (4) or (5) of National Sporting Code.	n/a	Endorsement of Officials licence for minimum of 1 month and maximum of 12 months.	**1.** Downgrading (if appropriate) of Officials licence grading. **2.** Suspension or termination of Officials Licence.
OFFICIAL.3			
Failure to adhere to or to carry out the specific duties required of an Official as detailed in Part VII of the National Sporting Code.	n/a	Endorsement of Officials licence for minimum of 1 month and maximum of 24 months.	**1.** Downgrading (if appropriate) of Officials licence. **2.** Suspension or termination of Officials Licence.
MC.1			

Any of the specific behaviour set out in Art. 92(1) of National Sporting Code.	$5000.00		Refusal of Permit issue for a minimum of 1 month and a maximum of 12 months.
MC.2			
Any of the specific behaviour set out in Art. 92(2) or Art. 94 (1) or (2) or (3) of National Sporting Code.	$5000.00	Refusal of Permit issue for a minimum of 1 month and a maximum of 12 months.	Suspension of membership.
OB.1			
Any of the specific behaviour set out in Art. 92(1) of National Sporting Code.	n/a	Suspension from office for a minimum of 1 month and a maximum of 12 months.	
OB.2			
Any of the specific behaviour set out in Art. 92(2) or Art. 94 of National Sporting Code.	n/a	Termination of term of office.	

APPENDIX ONE

SCHEDULE Q

STANDING ARTICLES FOR SANCTIONED SERIES

Last updated: 20 August 2018

Amendment Number	Date published	Date implemented	Article Number

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

STANDING ARTICLES FOR SANCTIONED SERIES

1. General:

1.1 The National Sporting Code in particular Part I of that Code governs the provisions of Standing Articles and Regulations.

1.2 All Standing Articles and Technical Regulations for Sanctioned Series shall adhere to the appropriate standard template as issued by MotorSport NZ from time to time.

1.3 Organising Clubs may add to or embellish the standard templates, within the constraints of the National Sporting Code and its appendices, but may not remove any compulsory text.

1.4 The templates for all Standing Articles and Technical Regulations for Sanctioned Series will be available from the MotorSport NZ office and on the MotorSport NZ website. (www.motorsport.org.nz).

APPENDIX ONE

SCHEDULE Y – VENUES, CIRCUITS & TRACKS

Amendment Number	Date published	Date implemented	Article Number

Introduction

Article 1 Definitions

Part One – Criteria for the Approval of Motor Racing Circuits

Article 1 Object
Article 2 Procedure and Inspections
Article 3 Motor Racing Circuit Licence Grades
Article 4 Circuit Conception
Article 5 Circuit Safety Measures
Article 6 Circuit Buildings and Installations
Article 7 Service Roads and Access Points
Article 8 Advertising
Article 9 Circuit Dossier

Part Two – Venue Licences

Article 1 Object
Article 2 Who needs a Venue Licence
Article 3 Venue Licences
Article 4 Proposals and Applications for Venue Licences for New and Temporary Circuits or Tracks
Article 5 Responsibility of Circuit and Track Owners or Operators
Article 6 Circuit Safety Department Inspectors

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Introduction: Pursuant to Part VI of the National Sporting Code this Schedule covers in Part One the criteria for approval of Motor Racing Circuits up to and including National Licence level. The criteria details Venue (circuit and track) licensing grades, circuit conception, safety measures and other requirements that are a prerequisite to the issue of a venue licence.

Part Two covers the requirements of any venue in respect of which MotorSport NZ requires a Venue Licence to be issued. The types and grades of Venue Licences available, the process of obtaining a Venue Licence, the requirements for obtaining a Venue Licence and the types of competing vehicles and competitions which a Venue Licence may authorise to be on the venue.

This Schedule should be read in conjunction with the Circuit Construction and Safety Guide booklet issued separately by MotorSport NZ to all venue licence holders. The Circuit Construction and Safety Guide details the preferred methods of meeting the (Schedule Y) criteria (i.e. the minimum standards deemed appropriate to achieve the criteria).

All permanent and temporary racing venues must be licensed along with all record attempt circuits, tracks or courses.

Note: *For full details on Record attempts refer to Appendix Seven published in a separate booklet by MotorSport NZ.*

Each permanent venue owner or operator is to provide a Venue Log Book pursuant to Part VI of the National Sporting Code.

No Meeting or Event Organising club will be issued with a Permit for a competition on a circuit, course or track that requires a Venue Licence under this Schedule unless the circuit, course or track has a Venue Licence.

No circuit, course or track should be constructed without prior consultation with MotorSport NZ and inspection by the MotorSport NZ Circuit Safety Department.

No sealed venue being of a non-permanent nature shall be used for a racing event (i.e., a multiple simultaneous start of three(3) or more competing vehicles) without the prior approval of MotorSport NZ and inspection by a member of the MotorSport NZ Circuit Safety Department, who may impose particular requirements relating to the features or nature of the venue.

1. Definitions:

1.1 In this Schedule:

"Circuit" means a closed course, beginning and ending at the same point, being permanent where the track and all its installations are permanent and always available for motor vehicle competitions, or being temporary where it is temporarily set up for a specific event, built or adapted specifically for motor vehicle racing, and

"Code of Practice for Motorsport Fuel – Storage and Handling" or **"Code of Practice – Fuel"** means the document developed and issued by MotorSport NZ pursuant to the Hazardous Substances and New Organisms Act 1996 (HSNO Act), in respect to fuels stored and handled at MotorSport NZ Events, and

"Course" means a road, circuit or track used for record attempts. A course might be temporary, semi-permanent or permanent depending on the character of its installations and its availability for the record attempt, and

"Department" means the Circuit Safety Department of MotorSport NZ, and

"Inspection" means a visit by a member or members of the Department in order to establish recommendations in accordance with this Schedule, to verify or approve work performed on the basis of such recommendations, or to verify all safety conditions and services required for the conduct of an Event, and

"Licence" or **"Venue Licence"** means a certificate issued by MotorSport NZ testifying that a circuit, course or track has been inspected by MotorSport NZ, stipulating the conditions under which it may be used, the categories of cars and Events which may be admitted, and

A **"Temporary circuit**" or **"Temporary venue"** is defined as a course in the form of a continuous road or track, beginning and ending at the same point, of which the operation is restricted by non-racing activities and where the installations are wholly or partly removed between events, and

"Track" means a road especially built or adapted to be used for competitions including record attempts. A track is defined as being the area between the outer edges of the sealed surface including the outer edge of the ripple strips where applicable, and

"Venue" means any circuit or track for which MotorSport NZ issues Permits for Meetings or Events in accordance with this Code, and

"Venue Licence Holder" means the holder of a venue licence issued by MotorSport NZ or FIA to either a member club or body corporate responsible for the development and maintenance of the venue.

Part One – Criteria for the Approval of Motor Racing Circuits

1. Object:

1.1 These Criteria shall be referred to by the Department when deciding whether a Venue is constructed to a level of safety commensurate with the appropriate Licence Grade. To this end course designers and operators may use them for initial guidance.

1.2 The Department will study the drawings supplied for any Venue, Circuit, or Track taking into account the type of vehicles intended and apply the specific requirements of the following criteria with any adaptations considered necessary.

2. Procedure and Inspections:

2.1 **Circuit dossier:** The designers or organisers of a new circuit intended for national or temporary race events shall submit a comprehensive dossier of plans and specifications to MotorSport NZ for project approval. (Refer Part Two of this Schedule for specific details).

2.2 **Inspections:** At all annual inspections the following personnel should be represented:

- Circuit owner/operator
- Circuit maintenance
- Clerk of the Course
- Circuit Safety Department

(1) **Comprehensive Inspection:** Generally only required for the initial inspection of a new temporary or permanent circuit. Prior to such inspection, the inspector(s) should have been able to study the circuit dossier and plans of any projected works. The structural conformity of the proposed circuits safety installations should be the subject of a structural engineer's declaration in the circuit dossier supplied to MotorSport NZ prior to the inspection.

(2) **Regular Inspection:** All permanent circuits will require an annual inspection by representatives of the Circuit Safety Department to ensure that the venue maintains appropriate criteria and to follow up on work in progress from any current inspection report.

(3) **Check Inspection:** These may occur from time to time to verify work carried out as detailed in any current inspection report.

(4) **Temporary Circuit Inspection:** Given the differing conditions applicable to any venue at least one(1) comprehensive along with a number of regular and or check inspections may be necessary from time to time in the build up to an event.

(5) **Inspection Fees:** The venue owner / operator member club will be charged a standard inspection fee (refer Appendix One Schedule B Fees) covering all expenses incurred by MotorSport NZ except for the inspector's accommodation and meals (which will be charged at cost).

3. Motor Racing Circuit Licence Grades:

3.1 In the Venue licence grade and Vehicle category chart below, vehicle types are referred to by the codes appearing on the MotorSport NZ calendar or throughout the various publications of MotorSport NZ.

Each licence grade is also valid for all of the categories of cars in the grades below it, One being the highest grade.

3.2 Venue Licence Grade and Vehicle Category Chart:

Grade	Categories of Vehicle Type permitted by Class Name, Appendix and/or Schedule Identification (where applicable)
ONE	**Vehicle types:** In addition to those vehicle types allowed in Grade 2 and Grade 3. **Appendix Four:** All MotorSport NZ Premier Championship Classes, Formula Libre *(refer Note 1)*, TraNZam – Schedule TZ, Trucks *(refer Note 2)* **Appendix Six:** Schedule K – all period classifications, Schedule T&C and Schedule CR – All vehicle types. **Appendix Two:** Schedule A vehicles – all types. **International types:** FIA Group A, Group N, (Aus) V8 Supercars; plus all classes permitted to race on a FIA International Grade Three venue licensed circuit.
TWO	**Vehicle types:** In addition to those vehicle types allowed in Grade 3 **and excluding those vehicle types detailed in Grade 1.** **Appendix Four:** Formula Ford – Schedule F, Formula First – Schedule V, Schedules S, HQ, M7, SS2000, RX7, Pre 65, SCANZ – 2.0 litre: **Appendix Six:** Schedule K – all classifications **except** single seater racing cars of Group D and E with corrected cylinder capacities over 2.5 litres, (refer Note 3) Schedule T&C and Schedule CR limited to; Naturally aspirated engines up to 4.2 litres, Forced induction engines up to 3.4 litres on corrected volume. **Appendix Two:** Schedule A vehicles limited to; Naturally aspirated engines up to 4.2 litres, Forced induction engines up to 3.4 litres on corrected volume.
THREE	**Vehicle types:** **Appendix Six:** Schedule K – less Period Classifications D, E and F *(refer Note 3)* unless under 2.0 litre 2 valves per cylinder. Schedule T&C and Schedule CR: limited to the following maximum cubic capacity ratings: 4.2 litre naturally aspirated saloons 2.0 litre (2 valve) Single Seaters 4.2 litre naturally aspirated Production Sports and GT. **Appendix Two:** Schedule A vehicles – excluding all forced induction engines and limited to the following maximum cubic capacity ratings: 2.5 litre naturally aspirated saloons 2.0 litre (2 valve) Single Seaters 2.5 litre naturally aspirated Production Sports and GT.

NOTES:

1. Formula Libre cars shall comply with original FIA regulations and excludes – F1 after 01.01.1977, Group C Sports cars WSC &GTP, F3000, CART, IRL Single seaters or vehicles modified outside their original class regulations.
2. Trucks. Venues will be separately licensed for truck events.

3. Organisers may make application to MotorSport NZ for specific Period Classification D model applications (as defined by Certificate of Description) to participate.

3.3 Specific Circuits or Tracks may have variations to the vehicle categories if so deemed by MotorSport NZ.

3.4 Event Organisers shall ensure that vehicle category limits established for the applicable Venue Licence Grade are respected at all times and no vehicles specified in a higher grade are permitted to compete.

3.5 MotorSport NZ reserves the right to vet any proposed Meeting or Event entry list and to exclude any entries prior to the event organisers issuing acceptances of entries. Additionally MotorSport NZ reserves the right to exclude any entries on the day(s) of the Event at any time for reasons of safety.

4. Circuit Conception:

4.1 **Conception:** The shape of the course both in plan and profile, is not subject to restrictions in these criteria, as it is dictated by certain variable factors: the types of competition for which the course is intended, the character of the terrain, considerations of economics, aesthetics, tradition, etc. However, the construction should conform to any safety requirements that may be specified from time to time by MotorSport NZ.

Those responsible for a course must ensure that the prescriptions laid down by the public authorities are complied with and must obtain their official approval without restricting in any way any legal rights of objection and/or appeal which may in any case exist.

4.2 **Plan:** Unless otherwise stated, all references to straights and curves in these criteria concern the actual trajectory followed by the cars with the highest performance and not the geometrical form of the layout. (The trajectory, when traced on the plan, will generally have the effect of reducing the straights and elongating the curves: when planning or modifying a course, the designer must base his calculations upon it).

4.3 **Width:** When planning new permanent circuits, the track width foreseen should be at least 12m. The maximum width for new circuits should not exceed 15m. When the track widens or narrows, the transition should be made as gradually as possible, at a rate not superior to 5% (1 in 20).

4.4 **Length:** The length of a circuit for the calculation of race distances, race records and classifications must be measured along the centreline of the track.

4.5 **Longitudinal profile:** Any change in gradient should be effected using a minimum vertical radius calculated by the formula: $R = V2 \div K$

Where R is the radius in metres, V is the speed in kph and K is a constant equal to 20 in the case of a concave profile or to 15 in the case of a convex profile. The value of R should be adequately increased along approach, release, braking and curved sections. Wherever possible, changes in gradient should be avoided altogether in these sections.

The gradient of the start/finish straight should not exceed 2% (1 in 50).

4.6 **Transversal inclination:** Along straights the transversal incline, for drainage purposes, between the two edges of the track or between the centre-line and the edge (camber), should not exceed 3% (1 in 33), or be less than 1.5% (1 in 66).

In curves, the banking (downwards from the outside to the inside of the track), should not exceed 10% (1 in 10) (with possible exceptions in special cases, such as speedways). An adverse incline is not generally acceptable unless indicated by special circumstances, in which case the entry speed should not exceed 125kph.

Any variation in cross fall, particularly along the entry and exit sections of a horizontal curve, should have adequate vertical transitions, based on the trajectory and on consideration of Part One Article 4.5 of this Schedule.

4.7 **Curves:** A curve, or series of curves uninterrupted by a straight, taken at a speed in excess of 125kph, should preferably have an increasing, or at least a constant radius. Curves taken at lower speeds may have a decreasing radius on condition that it is foreseen to provide an adequate safety area, extending beyond the exit of the curve(s).

4.8 **Track edges, verges and run-off areas:** The track should be bordered all along its length on both sides by compact verges at least 3m wide having an even surface, but more irregular than the track itself. These verges must be free of loose stones or debris and will normally be grass-covered; they should be a continuation of the transversal profile of the track, with no step between track and verge: any transition should be very gradual (minimum vertical radius 50m).

A run-off area is that section of ground between the verge and the first line of protection and unless otherwise specified should have the same basic characteristics as the verge, although it may be less stabilised. The run-off area must be graded to the verge; if it has a slope, this should not exceed 25% (1 in 4) upwards or 3% (1 in 33), downwards, in relation to the lateral projection of the track surface. This paragraph does not apply to gravel beds.

4.9 **Starting grid:** For a massed standing start, there must be at least twelve(12) metres length of lane available per car; there must be at least 2.5 metres width of track available per lane of cars.

The width of the track at the start must be maintained for at least 250m beyond the start line.

There should preferably be at least 250m between the starting line and the first corner.

By corner, in these cases only, is understood to mean a change of direction of at least 45°, with a radius of less than 300m.

5. **Circuit Safety Measures:**

Important Notice: *The Department after taking into account specific details of a circuit or track may vary these requirements.*

5.1 The safety measures on a course are intended for the protection of the public, competitors, race officials and service personnel, during competitions. When determining the safety measures, the characteristics of the course must be taken into consideration (layout, adjacent areas, buildings and constructions) as well as the speed attained at any point of the track.

The type of track protection recommended is dependent on the available space and the likely impact angle. As a general principle, where the probable impact angle is low (less than 30°), a continuous, smooth, vertical barrier is preferable. Where the probable impact angle is high a system of deceleration (e.g. gravel bed) and stopping (e.g. tyre barrier) devices should be used.

The Department can provide advice on the above, after examination of the proposed layout in each case.

The public should be placed at the same level as or higher than the track edge. Where a public enclosure is situated on a gradient, this should not be steeper than 25% (1 in 4), unless the ground is terraced or there is a proper grandstand. The public should be retained by a metallic fence or other equivalent structure at least 1.20m high and should be behind one(1) or two(2) lines of track protection approved by MotorSport NZ. All public areas at circuits should be efficiently enclosed by continuous barriers as well as all areas forbidden to the public.

6. Circuit Buildings and Installations:

6.1 Requirements regarding Race Control, Marshals' Posts, Pits, Paddock, approved television camera positions, and Medical Centres etc. vary according to the types of event planned; each project must be established by collaboration between the circuit management and MotorSport NZ (basic recommendations are specified in Appendix Two Schedule H Part Two).

7. Service Roads and Access Points:

7.1 The efficiency of the emergency service (as described in Appendix Two Schedule H Part Two) may require service roads and number of access points to the track, to enable the emergency vehicles:

(1) To reach any point of the track quickly,

(2) To operate as far as possible without having to use the track, in case of accident,

(3) To reach the medical centre and the exits from the circuit quickly.

It is recommended that service roads be considered, however this is not a mandatory requirement. The Department will consider other alternatives.

8. Advertising:

8.1 Advertising structures must be stable and secure. Location and characteristics of advertising should be such as not to interfere with drivers' and officials' visibility and not to produce an adverse or misleading optical effect (e.g. bewildering repetition of brightly contrasting posters; badly placed hoarding inducing misjudgement of the road layout, etc).

8.2 All advertising between the track and the first protection barrier must have prior approval of the Department.

9. Circuit Dossier:

9.1 No inspection will be carried out without the Department inspectors having been able to study the full circuit dossier, including detailed drawings of the circuit and of any work to be undertaken, supported by photographs.

9.2 The circuit dossier should include documents and information as follows:

(1) Circuit layout to scale 1:2000 (minimum), with indication of orientation, race direction, buildings, installations, bulk fuel storage facilities, access roads, spectator areas, safety barriers and devices, approved television camera positions, pits, paddock and location of start line, ambulances, fire fighting vehicles, marshal posts and where applicable medical centre and helicopter pad.

(2) Plan of pits and paddock area to scale 1:500 (minimum).

(3) Detailed plan of all buildings (including medical centre and helipad), to scale: 1:200 (minimum).

(4) Profile of track centre line, to minimum scale 1:2000 (length)/1:200 (altitude).

(5) Cross-sections of track and lateral space (for at least 10m, on each side from the track edge), at the start line, centre of principal corners, points of minimum and maximum width of the track, bridges and other singular points, to scale 1:200 (minimum).

9.3 Projects for new circuits or major alterations to existing circuits must be forwarded through MotorSport NZ to the Department for initial technical advice prior to the project(s) or alterations commencement.

Part Two – Venue Licences

1. Object:

1.1 When considering applications and reports on the suitability of Venues, circuits, courses and tracks for licences MotorSport NZ shall consider the following criteria.

2. Who Needs a Venue Licence:

2.1 Any Member Club, person, firm, or body corporate, who operates a venue in New Zealand, be it a circuit or track, must hold the appropriate Venue Licence before a Permit for competition between vehicles is issued by MotorSport NZ.

2.2 Any Member Club, person, firm, or body corporate, who intends to promote, or organise any record attempt on a circuit, course or track (permanent or temporary), must hold the appropriate Venue Licence before a Permit for the record attempt is issued by MotorSport NZ.

3. Venue Licences:

3.1 MotorSport NZ may grant a national venue licence for any circuit or track suitable for national status events in accordance with MotorSport NZ's policies from time to time.

3.2 This licence shall specify the following required details:

(1) Whether the venue is a permanent or temporary venue;

(2) The classes or types of competing vehicles for which the venue is licensed;

(3) The maximum number of vehicles able to compete at one(1) time;

(4) The length of the circuit or track;

(5) The direction(s) of travel Permitted on the circuit or track;

(6) Whether the circuit or track is approved for attempts at national records:

(7) Any special circuit or track rules; and

(8) The period of validity of the licence.

3.3 Any application for a venue licence for either a permanent or temporary international circuit must be made to MotorSport NZ pursuant to Part VI of the National Sporting Code.

3.4 Venue Licences are issued for either:

(1) Permanent International or National status circuits or tracks; or

(2) Temporary International or National status street circuits or tracks; or

(3) Temporary International or National status circuits or tracks on private land, or

(4) Other circuits, courses or tracks that MotorSport NZ have deemed appropriate require a venue licence as a prerequisite to the issue of a Special Event Permit.

3.5 Venue Licences are not required for other venues where MotorSport NZ issues a permit for competition under the disciplines of Rally and ClubSport Standing Regulations save for Special Event permit Meetings or Events on a circuit, course or track detailed in Part Two Article 3.4(4) of this Schedule.

3.6 No alterations to manning scales and minimum equipment scales (except increases to these) can be made without approval of the Department.

3.7 No alterations to the configuration of the circuit, protective devices, circuit limits and facilities pertaining to circuit safety shall be made without the prior approval of the Department.

3.8 The installation of portable or temporary facilities which effectively alters the configuration of the circuit from that depicted on the licence may render the licence null and void.

3.9 For renewal of the Venue Licence:

(1) A permanent venue is subject to an annual inspection by a Circuit Safety Department Inspector or Inspection Team, compliance with any request for work issued by the Inspector(s), and payment of annual fees.

(2) A temporary venue is specifically licensed for the Event, which is permitted, and no other, consequently is subject to a re-inspection by a Circuit Safety Department Inspector or Inspection Team, which shall be made at a convenient time prior to any other Event on the venue. The renewal of the licence being conditional on compliance with any request for work issued by the Inspector(s), and payment of annual fees.

4. Proposals and Applications for Venue Licences for New and Temporary Circuits or Tracks:

4.1 Proposals:

(1) Persons or organisations proposing a new circuit or track, whether it be permanent or temporary, must contact MotorSport NZ and obtain its policies existing at the time the first enquiry or proposal is made.

(2) A new circuit or track, permanent or temporary, may be authorised provided that all requirements of MotorSport NZ in connection with the approval of circuits from time to time being met.

(3) Subsequent to (1) above, the persons or organisations wishing to pursue their proposal shall pay to MotorSport NZ;

(a) A non-refundable Application Fee as specified in Appendix One Schedule B, and

(b) An Inspection Deposit as specified in Appendix One Schedule B to offset initial expenses incurred by MotorSport NZ in processing the application and inspecting the circuit.

Note: *The Inspection Deposit less initial expenses incurred shall be refunded when all inspections have been completed.*

4.2 Applications:

(1) Applications for Venue Licences for new and temporary circuits or tracks shall be made to MotorSport NZ at least twelve(12) months prior to any proposed date to organise a Meeting or Event.

(2) Such applications shall follow the timeline procedure detailed in Part Two Article 4.5 of this Schedule.

(3) A Scale Plan of the proposed circuit or track shall accompany this.

(4) The organisers of the proposed event shall satisfy MotorSport NZ that the personnel connected with the organisation have or will have the necessary Officials Licences and administrative practical experience at National Status race meeting level to discharge their duties satisfactorily.

(5) All races run on temporary circuits or tracks will be required to have a National or International status Permit and all requirements thereof must be met.

(6) MotorSport NZ may, in its absolute discretion modify or extend the requirements of any applicant depending on the features or nature of the Meeting or Event.

4.3 Venue Licence Issue:

(1) MotorSport NZ shall issue the appropriate licence having satisfied itself that all the prerequisites for a venue licence have been met and the following fees, deposits and bonds have been paid;

- Additional liability insurance (if required by MotorSport NZ's Insurers refer (2) below), and
- New track application fee, and
- New track inspection deposit and
- A performance bond (refer (3) below);

Note: *Refer Appendix One Schedule B for monetary details.*

(2) MotorSport NZ's insurers at the time of Permit application reserve the right to assess MotorSport NZ's risk for all temporary venues. This may result in an additional cost for the Permit.

(3) The persons or organisations proposing a new circuit or track, either temporary or permanent, shall lodge prior to the issue of a Venue Licence a Performance Bond as to compliance by the applicant with the requirements set down following the circuit inspection and the event being held in accordance with the approved program on the date allocated. The value of such bond shall be as specified in Appendix One Schedule B.

4.4 Inspector Attendance: MotorSport NZ shall appoint a Circuit Safety Inspector to attend all Events or Meetings held on temporary venues and any new permanent venues running their first event or meeting.

The Circuit Safety Inspector shall, prior to the circuit being used by competitors for practice and/or racing, be satisfied that all aspects of the safety requirements, protective barriers, facilities and marshal post locations are in accordance with the pre-agreed requirements.

At the conclusion of this satisfactory inspection the new or temporary circuit licences will be signed.

The Circuit Safety Inspector's duties at this time will be complete and the Clerk of the Course shall assume responsibility for all circuit safety matters.

Notwithstanding this the Circuit Safety Inspector shall remain at the venue throughout the Event or Meeting for the purpose of ensuring the integrity of the licence is maintained for the duration of the Event or Meeting.

4.5 Timeline Procedure for Circuits and Tracks.

(All time values refer to time before the date of the intended event.)

Time Frame	Object
As soon as practicable	Submit the application for the event to the Permit Issuing Authority through the MotorSport Online system.
12 months	In the case of a new venue, present to MotorSport NZ a detailed proposal, with full plan of circuit or track, level and type of proposed events, accompanied by new track Application Fee.
9 months (Applicable for new venues only)	Lodge initial Inspection Deposit. Circuit Safety Department shall then undertake the initial on-site inspection.
6 months (Applicable for new venues only)	After acceptance of the initial inspection report apply to MotorSport NZ for the issue of the Venue Licence. This application shall include endorsement from Chairman, Circuit Safety Department.
3 months	Payment of Venue Licence fees and bond requirements with MotorSport NZ. Obtain approval for major officials.
60 days	Complete and submit the application for Organising Permit as required by Appendix One Schedule E Lodge Performance Bond in accordance with Appendix One Schedule B. Discuss insurance requirements with MotorSport NZ.
30 days	Contact Circuit Safety Department to finalise arrangements of circuit construction and any further inspection.

5. Responsibility of Circuit and Track Owners or Operators:

5.1 Permanent Circuits or Tracks: The owner or operator of a permanent venue shall:

(1) Maintain the venue in accord with the licence issued and the annual inspection report requirements.

(2) Carry out any necessary works in the order of priority given by MotorSport NZ.

(3) Ensure that the Venue Log Book contains up to date copies of:

(a) **Current Venue Plan – A**: An A4 size plan or drawing of the venue detailing at least the;

- Location of all flag and observation posts.
- Location of all intervention vehicles.
- Location of all Crash / Rescue vehicles.
- Entry and Exit points to the Pit Lane.
- Emergency exit points from the circuit leading off the venue.
- Location of helipad (if designated).
- Spectator area limitations.

(b) **Current Venue Plan – B:** An A4 size plan or drawing of the venue detailing the areas that can be accessed by accredited media photographers and approved television camera positions.

(c) Circuit (Venue) Licence(s).

(d) The approved annual Safety Plan for the Venue.

(e) The regular maintenance schedule requirements (detailed in the current Circuit Inspection Report).

Note: *The Venue Log Book shall be available at all times to the appointed Event Director, Clerk of the Course, Meeting Stewards or a member of the Circuit Safety Department.*

(4) Reinstate or carry out temporary repairs to any safety barrier or device which has been damaged, displaced or destroyed during an Event. The repairs must be inspected and approved by the Steward(s) appointed to that Event.

(5) Ensure that up to date circuit plans (in duplicate) properly drawn to scale showing all appropriate distances and measurements, circuit facilities, protective devices, installations and sections drawings must be deposited with MotorSport NZ.

5.2 **Temporary Circuits or Tracks:** The owner or operator of a temporary venue shall:

(1) Establish the circuit or track in accord with the licence issued and the inspection report requirements.

(2) Carry out any necessary works in the order of priority given by MotorSport NZ.

(3) Reinstate or carry out temporary repairs to any safety barrier or device which has been damaged, displaced or destroyed during an Event. The repairs must be inspected and approved by the by the Circuit Safety Inspector(s) appointed to that Event.

(4) Ensure that up to date circuit plans (in duplicate) properly drawn to scale showing all appropriate distances and measurements, circuit facilities, protective devices, planned spectator areas, installations and sections drawings must be deposited with MotorSport NZ.

6. **Circuit Safety Department Inspectors:**

6.1 **Appointment of Inspectors:**

(1) MotorSport NZ shall, in accordance with its By-Laws, appoint Circuit Safety Department inspectors to ensure the compliance of venues, both permanent and temporary, with;

(a) The provisions of the FIA Sporting Code and its Appendices as they relate to circuit safety requirements for International Licensed Venues, or

(b) The provisions of the MotorSport NZ National Sporting Code and its Appendices as they relate to Circuit safety requirements, in particular those provisions detailed in Part One of this Schedule and the parts of Appendix Two Schedule H relating to the physical circuit construction for National Licensed Venues.

(2) MotorSport NZ reserves the right to appoint Circuit Safety Department inspectors to ensure compliance of any venue holding a Special Event organising permit at its absolute discretion.

6.2 Responsibilities and Duties: The Circuit Safety Department Inspectors appointed shall undertake the following responsibilities and duties.

(1) The approval of all permanent and temporary racing venues both new and existing, including the configuration of the circuits or tracks, all protective devices, spectator viewing areas, facilities and equipment necessary at the various grades of competition conducted therein.

(2) The annual inspection of all permanent and temporary race venues and re-inspections where necessary.

(3) Establishing in conjunction with the persons owning and/or operating the circuit, technical and annual plans relating to work requirements to either maintain existing grading or achieve a higher grading.

(4) In conjunction with MotorSport NZ Administration, issue annual venue licence for permanent race circuits at all venues. These shall include details of circuit configuration, length, direction of travel, maximum number of starters and location of marshal posts.

(5) In conjunction with persons owning and/or operating the race venues, establish and maintain a Track Log Book.

(6) As and when appointed by MotorSport NZ carry out inspections of venues holding a Special Event organising permit establishing in conjunction with the persons owning and/or operating the venue, work requirements relating to all protective devices, planned spectator areas, facilities and equipment necessary for the various grades of competition to be conducted therein.

Guidance of Officials

Article 1	Duties and Authority of a Steward
Article 2	General
Article 3	Judicial Procedures
Article 4	Dealing with Accidents and Incidents
Article 5	Dealing with a Fatal or Serious Accident That May Later Result in Death
Article 6	Checklist for Stewards of Events
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Article 8	Dealing with Eligibility Protests or Problems
Article 9	Stewards' Report Form
Article 10	Forms which are Part of Stewarding
Table 1	Procedures for the Conduct of a Hearing
Table 2	Inquiry and Judicial Hearing Process
Table 3	Procedures for the conduct of a Judicial Hearing

Preamble: All competitions are governed by the National Sporting Code, in conjunction with its Appendices, Schedules (being the Standing Regulations) and/or Articles (applicable to a particular formula or championship), the Supplementary Regulations as published by the Organising Club and any written Final Instructions.

The International Sporting Code of the FIA and the Regulations for the event governs international events.

Important Note: *This Schedule is not definitive or regulatory text, its purpose is to provide;*

(a) *Guidance and assistance for Stewards and Clerks of the Course in performing their functions, and*

(b) *Assistance for Competitor Relation Officers and Competitors in gaining a simplified overview of the various processes.*

1. Duties and Authority of a Steward:

1.1 The Duties and Authority of the Stewards of the Meeting are clearly defined in the National Sporting Code Part VII Officials.

1.2 Ideally, Stewards should adopt a standard procedure in respect of every meeting, which they attend, and the following is intended as a guide to such a procedure:

(1) Study all documents issued by the organising club to ensure that they are clear, that they provide all appropriate information and are not likely to give rise to any problems of interpretation.

(2) Consult the appropriate sections of the National Sporting Code and all relevant Appendices and Schedules dealing with the organisation of that type of event to ensure acquaintance with any special requirements.

(3) Immediately on arrival at the event, introduce yourself to the Secretary of the Meeting and the Clerk of the Course / Event Director / Race Director, also to the other Steward(s), the (if appointed) Circuit Safety Department Inspector, Technical Officers and such other officials with whom you are likely to need contact, bearing in mind that most of them will be very busy prior to the start of the event.

(4) DO NOT BE LATE. It is recommended that you arrive at the starting time on the permit, (of which you should have a copy or have been advised), or prior to the start of practice, so that you can be sure that all necessary items have been covered before the competition begins.

(5) Ensure that either the Secretary of the Meeting or the Clerk of the Course / Event Director / Race Director is kept aware of your whereabouts throughout the meeting.

(6) Do not attempt to interfere with the running of the meeting except in extreme cases where safety is involved. If necessary, a quiet word with the Clerk of the Course / Event Director / Race Director should be adequate.

The Steward should, under no circumstances, give direct orders to competitors or officials. The ideal Steward is a quiet figure in the background, present when the organisers require advice or assistance, but being careful that nothing they do should in any way be the cause of bias at subsequent judicial proceedings.

2. General:

2.1 If for any reason the organisers are unable to produce the permit for the event, Stewards appointed to the Event are able to check the permit details by logging into MotorSport Online and viewing the permit, or if there is no internet access then check copies of the correspondence to confirm the MotorSport NZ requirements have been complied with. You have the right to stop the event if you are not satisfied.

2.2 For race events check that the minimum requirements, as specified in the Venue Licence or Appendices and Schedules to the National Sporting Code, are met.

2.3 Stewards at ClubSport events may agree to change the layout of a course if weather or other conditions dictate, provided that such changes are made prior to the commencement of timed runs and that competitors are allowed to see the changes. Change of the course must not adversely affect the safety requirements.

2.4 The Venue Licence (which includes a track plan) at permanent race circuits shows the position of all marshal's posts. Under no circumstances may the positioning or manning of those posts be varied.

Note: *On some of the track plans where a flag point is marked inside a circle as opposed to inside a square then for small Clubmans events as detailed in Appendix Two Schedule H these points are not required to be manned*.

2.5 The National Sporting Code, and Appendix One Schedule L Licences, specifies that competitors must have a valid Club membership and Competition Licence to compete in any competition except for some competitors in ClubSport Basic Status Events and allows for any competitor to be requested to produce a valid licence.

2.6 For Events held on roads and on roads closed other than under the Local Government Act 10th Schedule ensure that during Event documentation audit inspections confirm that competitors hold a valid civil drivers licence. Any competitor, who cannot prove that they hold a valid civil licence, where it is required, should not be allowed to compete.

2.7 The National Sporting Code, allows for any competitor who for any reason is unable to produce a valid competition licence when requested, to either:

(1) receive the penalty described in Appendix One Schedule P, if it can be proved that the competitor has a valid licence via the MotorSport Online system, or

(2) complete an application for a replacement licence and submit it together with the relevant fees.

3. Judicial Procedures:

3.1 The rules of motorsport establish procedures designed to preserve a balance of justice and the proper conduct of the sport. The National Sporting Code Part VIII Penalties, Part IX Protests, Part X Inquiries and Judicial Hearings, and Part XI Appeals detail the process and Appendix One Schedule P lists the appropriate ranges of penalties.

Prior to the Event commencement ascertain from the organisers the location of suitable, quiet rooms or areas that can be used in case of a hearing or protest.

3.2 Clerk of the Course / Event Director / Race Director Hearing:

(1) The first judicial body in connection with any competition is the Clerk of the Course or Event Director or Race Director, who will act as “referee”.

(2) The Clerk of the Course or Event Director or Race Director may hold hearings to investigate any breach of the rules, and may apply the penalties allowed for in the National Sporting Code and its Appendices and Schedules.

(3) When delivering the decision from a hearing, be that a verbal or written delivery, the Clerk of the Course or Event Director or Race Director must advise the competitor of their obligations and rights as found on the back of the hearing decision form.

(4) Should the competitor wish to protest the decision to the Stewards of the Meeting, the written protest must be delivered to the Clerk of the Course or should he or she not be available then directly to the Stewards within the time limits specified in the National Sporting Code.

3.3 Protest Hearing by Stewards:

(1) The second judicial body in connection with any competition is the Stewards of the Meeting. They must hear any protests arising from the Event. The Stewards of the Meeting should consider only the Regulations as published and at no time give heed to any claim as to what was intended that a rule should mean. In any case, where

ambiguity can be demonstrated, only that intention which may be inferred from studying the published Regulations as a whole may be taken into account.

As a matter of convenience, the Stewards normally will request the organisers of an event to make the physical arrangements for a meeting of the Stewards, but there should not be any prior consultation on matters upon which the Stewards will be giving judgment. At all times, the Stewards should bear in mind the maxim that not only must justice be done, but it must be seen to be done.

(2) The validity of the protest must be considered.

(a) No protest is valid unless in writing and accompanied by the appropriate fee (cheques are acceptable) and submitted in accordance with the Regulations.

(b) The various time limits for entering protests are given in National Sporting Code Part IX Protests. No attempt should be made to prevent a competitor lodging a protest within the time limit. The Stewards of a Meeting may extend these time limits only if it can be shown that there were special circumstances making observation of them physically impossible.

(3) Joint protests shall not be accepted, but more than one(1) individual protest may be accepted on the same grounds.

(4) Any person likely to be affected by a decision of the Stewards must be given adequate notice of a hearing and every facility for presenting their case, including the calling of witnesses.

(5) Although the Clerk of the Course / Event Director / Race Director may be present, they take no part in the hearing unless either side wish to call them as witnesses, or unless a Steward wishes to question them, except in the case of a charge laid by the Clerk of the Course / Event Director / Race Director, or a protest against a decision of the Clerk of the Course / Event Director / Race Director.

(6) When delivering the decision from a protest hearing, be that a verbal or written delivery, the Stewards must advise the competitor of their obligations and rights as found on the back of the protest hearing decision form and not be drawn into further conversation with any of the parties concerned, or their witnesses.

Where a competitor indicates their intention to exercise the right of appeal the Competitor Relations Officer should provide the competitor with a copy of the Court of Appeal practice guidelines.

(7) A copy of the decision along with all protest fees, fines or appeal fees, together with your report, notes of the evidence and written findings must be sent to MotorSport NZ as a matter of priority.

3.4 Event Director, Race Director, Clerk of the Course and Stewards Hearing Procedure:
When holding an inquiry or dealing with a protest, ensure that:

(1) All interested parties, including witnesses, are aware of where and when the hearing is being held, and of the nature of any charges and the reason for the inquiry.

(2) Both the protester and the respondent should be present throughout the hearing. Neither may use an advocate, although the entrant of the respondent may be present as an observer if they wish.

(3) Evidence should be called in the manner described under Procedures For The Conduct of a Hearing (refer end of this Schedule).

(4) Witnesses for either side should remain out of the hearing until called on to give their evidence, whereafter, subject to the discretion of the chairman; they shall remain at the hearing, but not to speak.

(5) Video evidence is allowed, however, it should reflect the total build up to an incident and not just the result. Remember camera angles distort true positions, use this type of evidence with caution.

(6) Keep a tight rein on proceedings in order to avoid acrimonious argument between the parties, bearing in mind that your duty is to analyse all the facts and make what is for all concerned a very important decision.

(7) After hearing all evidence, everyone should be asked to leave the hearing while the panel discuss their findings. All findings should be written out, timed, dated and signed by the panel present. Stewards must give their decision in writing to all parties concerned.

(8) Call back all the parties and read out the findings, including a statement about obligations and rights. Do not enter into any further discussion with any of the parties after reading out the findings. Arrange, where possible, for the written decision to be posted on the official notice board where all can read it.

(9) Any notes or written information submitted as evidence at the hearing shall be retained and forwarded upon request to MotorSport NZ so as to be available for production at any subsequent Appeal Hearing.

3.5 Appeals to the National Court of Appeal:

(1) The third judicial body in connection with any competition is the National Court of Appeal. They will convene when required to consider any appeals lodged in accordance with the provisions of National Sporting Code Part XI.

(2) The National Sporting Code allows for the National Court of Appeal to regulate its own procedures. By way of guidance the Court of Appeal publishes from time to time practice guidelines aimed at providing assistance to competitors and officials.

(3) If the outcome of a protest hearing held by the Stewards of a meeting is to be appealed, the Appellant must send, direct to the Secretary National Court of Appeal, confirmation of appeal, together with the Appellant's case in accordance with Article 125 of the Code.

4. Dealing with Accidents and Incidents:

4.1 Reports Required: A full written report, on the MotorSport NZ Accident Report form, is required following any accident or incident at an Event that results in any party requiring medical attention.

4.2 Accident Investigator:

(1) At major events, the organisers should have an Accident Investigator appointed who should be available to perform all the necessary functions should there be any accidents or incidents. For all other events the Clerk of Course will assume the function.

(2) The Accident Investigator's basic duties are:

Immediately on being advised of an accident which may involve injury, to proceed at all possible speed to the place of the accident, try to assess generally what has happened and then proceed to speak to as many witnesses as possible.

(a) From each witness obtain the name, address and status of the witness, eg, flag marshal, observer, driver, spectator, etc;

(b) Make notes of what these people have said;

(c) Ask the chief official in the area in which the accident occurred, in consultation with their staff, to prepare written reports of events leading up to the accident;

(d) Endeavour to make a very rough and quick sketch plan of the area, showing approximately where impacts with other vehicles, barriers, or whatever, occurred and where the vehicles, etc, came to rest, and the positions of the witnesses at the time;

(e) Where appropriate examine the road or track for any possible contributing cause of the accident, factors such as:

(i) Sudden change of camber or bumps or depressions in the surface;
(ii) Oil or other slippery materials on the surface should be noted;

(f) Where possible take photographs of the accident scene and vehicle(s) involved and include those with the accident report;

(g) Consult with the medical personnel at the venue and try to ascertain the extent of injuries;

(h) Ask the Scrutineer to re-check the vehicle(s) as soon as practicable, to try to ascertain if any mechanical failure contributed to the accident.

(3) After completion of initial examination and questioning involving an accident the Investigator should consult with the Clerk of the Course and together they should decide whether any further action is necessary. This decision will depend entirely on whether or not serious injury or death has occurred.
If there is no serious injury or death, and no likelihood of this happening, then the Investigator can prepare the report, and pass the information to the Stewards for inclusion in their report; the Investigator has then completed the duties.

5. Dealing with a Fatal or Serious Accident That May Later Result in Death:

5.1 These notes are mainly intended as guidance for an accident that occurs at a Race or ClubSport event.

In the case of Rallies, the same principles apply in general, but because an accident may take place in remote location and the Stewards may be miles away from the scene, the Stewards should ensure before the start of the event that the Clerk of the Course, Assistant Clerks of the Course and the Event Safety Officer are fully conversant with the provisions of Duties of Special Stage Controllers in case of accident involving serious injury or death, as the minimum procedures for starting to deal with a serious accident.

5.2 In the case of a fatal accident, the Police become involved.

In this case, the Accident Investigator's duties, working in close unity with the Clerk of the Course and Senior Steward of the Meeting or Event, are:

(1) The same basic duties as detailed in Article 4.2(2) of this Schedule, and include the need to undertake the following actions:

(2) Contact all witnesses and the Scrutineer and advise them that they are likely to be required to attend an official inquiry to be held as soon as possible.

(3) Proceed to ensure that a plan of the whole area is drawn up using the sketches previously made, showing points of impact and all other relevant details, with measurements wherever possible.

(4) Immediately impound or secure (whichever is most appropriate in the circumstances) any vehicles involved in the accident.

(5) If death has occurred, immediately inform the Police;

(6) Ensure the President and/or CEO of MotorSport NZ are informed. You must inform them of the name of the senior investigating Police Officer.

(7) Take steps in conjunction with the Clerk of the Course and the Stewards to set up an official Inquiry into the accident.

(8) Request from the Scrutineer a written report of the vehicle.

(9) Prepare a report summarising all the information obtained:

(a) Unless the Investigator is a direct witness of the accident, they should not attempt to describe the accident, except in general terms sufficient to convey to the Inquiry a general statement on the type of accident investigated;

(b) It would not be within the province of the Investigator to allocate or assess responsibility for the accident. The sole purpose in relation to the accident is to obtain all possible data, collate it in a systematic form and present a report to the Inquiry;

(c) Where personal injury either to competitors or officials of the meeting or the public is concerned, the fullest details of names and addresses, extent of injuries and any possible repercussions, should be included in the report.

(10) Obtain from the Secretary of the Meeting the entry details (including a copy of the Event Documentation Signature Sheet) of all competitors involved and also any relevant Scrutineering Forms for all the competing vehicles involved.

(11) Ensure that all reports are in the hands of the Senior Steward so he/she can dispatch to MotorSport NZ within 48 hours of the accident. These reports should include details of all actions/reports that the Clerk of the Course, Accident Investigator, Scrutineer and Meeting or Event Secretary have taken.

(12) At no point should statements be made to the media without clearance from either the President and/or CEO of MotorSport NZ.

(13) The Police will be wanting as much information as possible to prepare their file for the Coroner, and it is suggested that the Clerk of the Course, the Steward(s) and the Accident Investigator talk to the Police Officer in charge, to give them as much information as is required, also to provide copies (not the originals), of all documentary evidence in connection with the accident which may be held by any of these people. The Police will then obtain statements from various witnesses. They will

not provide copies of these statements for the purposes of the inquiry, but they will usually allow the Investigator or the Steward(s) or the Clerk of the Course to look at the statements they have obtained.

It is good policy to inform the Police of the procedures involved in our own inquiry, telling them what has been done up to this point, and what is going to be done. It is also likely that the Police will take control of any vehicles involved in the accident, but they are usually quite happy for Scrutineers or some such people to go and inspect the vehicle. It should always be remembered that enquires made by the Police on behalf of the Coroner take priority over MotorSport NZ investigations. It is therefore important that inquiries made by the Stewards should proceed in parallel with and never impede those being undertaken by the Police.

6. Checklist for Stewards of Events:

(1) Equipment to take to the venue:

- The current MotorSport Manual and Officials Handbook (the most up to date version of which can be downloaded prior to the event from the MotorSport NZ website – www.motorsport.org.nz);
- Your Steward's Licence and identification;
- Summons forms;
- Protest forms;
- Report forms;
- Writing and recording material;
- Steward's copy of Permit and Supplementary Regulations;

(2) Check the location of the venue and ensure that you allow adequate time for travelling and carrying out duties required prior to the start of the event.

(3) On arrival at the venue introduce yourself to the Secretary, Clerk of the Course / Event Director / Race Director, Scrutineer, Accident Investigator and where appointed Circuit Safety Department Inspector and Technical Officer and ensure you note the names of these officials.

(4) Sight the Permit at the venue, and the venue licence if relevant.

(5) Inspect entry details, declarations and any other administrative forms. Check that they are being correctly checked and processed.

(6) Ensure scrutineering audits are being carried out.

(7) Attend where possible any briefings held.

(8) Inspect the venue with the Clerk of the Course / Event Director / Race Director immediately prior to the start of the event noting barriers, marshals, safety equipment, communications, first aid/medical facilities, timing/results system and any particular hazards.

(9) Advise the Clerk of the Course / Event Director / Race Director of any additions or alterations required.

(10) Sign the Clearance Certificate, if in order, and authorise the start of the event.

(11) During the running of the event, evaluate the competence of the officials of the event. Ensure that the organisers are kept aware of your whereabouts.

(12) In the event of an accident or emergency, evaluate the efficiency of the recovery and medical services, and if necessary communicate apparent deficiencies to the Clerk of the Course. If injury is involved, ensure that the Accident Investigator carries out their duties fully.

(13) Ensure that the event is run within the time prescribed in the Permit and any Road Closure.

(14) At the conclusion of the event, discuss any problems and suggested improvement with the Clerk of the Course / Event Director / Race Director.

(15) Accept and deal with Protests with a minimum of delay.

(16) Prepare your report (if warranted or required).

(17) Submit your expense claim (with GST Tax invoices) to;

(a) The organisers either at the event or within 21 days, or to

(b) MotorSport NZ within 21 days for MotorSport NZ Championship Rallies and MotorSport NZ Premier Race Championship Events.

(18) If a MotorSport NZ Championship is involved, either communicate the results to the MotorSport NZ office by next working day, or ensure that the organisers will do this for you.

7. Licence Endorsements:

7.1 Whenever the Event Director, Race Director, Clerk of the Course, Stewards of the meeting, or MotorSport NZ impose a penalty of licence endorsement on a competitor, details of the date of endorsement, length of endorsement and offence should be notated clearly on the notification of decision form. (It is important that you specify the Articles or regulation breached).

7.2 During the period of endorsement if a second endorsement for the same or similar type of offence is imposed, the licence will be automatically suspended for the balance of the period of the first endorsement and shall immediately be retained by the Stewards and forwarded to MotorSport NZ.

7.3 A standard procedure for endorsement of competition licences has been devised as follows:

(1) Licences shall be endorsed by whoever imposes the penalty by cutting a corner off the competition licence.

(2) The licence is then returned to the holder with the hearing decision form that clearly states the date, details of the offence, regulation or Articles breached and the date of endorsement expiry. The competitor should be reminded that a copy of the decision form must be made available on demand to Event Stewards, Event Director, Race Director, or the Clerk of the Course during the period of the endorsement.

(3) A copy of the hearing notification of decision form and any other pertinent details must be sent as a matter of priority to the MotorSport NZ office for entry into the licence details held on the database.

8. Dealing with Eligibility Protests or Problems:

8.1 When encountering eligibility issues the Event Director, Race Director, Clerk of the Course or Stewards of the meeting should bear the following points in mind:

(1) Where a vehicle is found by the Technical Officer/Scrutineer at pre-event to be contrary to the regulations, it must not be allowed to participate until the matter has been rectified. No vehicle should be allowed to compete "not for points or awards".

(2) The following is designed to assist in a speedy determination of eligibility matters and to resolve the question of penalties at an early stage, if at all possible.

(a) A Technical Officer/Scrutineer having detected what is considered to be an eligibility problem, raises the matter with the competitor.

(b) If the competitor satisfies the Technical Officer/Scrutineer that the matter is in order, then no further action ensues.

(c) If the Technical Officer/Scrutineer remains of the opinion that the fault exists, they may advise the Clerk of the Course / Event Director / Race Director for action under their authority.

(d) The Clerk of the Course / Event Director / Race Director then charges the competitor on the grounds of having presented an ineligible vehicle.

(e) The Clerk of the Course / Event Director / Race Director may determine and impose a penalty or penalties, in terms of their authority, upon the involved parties against which those affected may protest to the Stewards of the Meeting.

(f) If the Stewards decide the matter is technically complex, it can be directed to the MotorSport NZ Chief Executive Officer for an Inquiry to be constituted with the appropriate expertise to investigate the matter.

8.2 Where a protest is lodged in accordance with the National Sporting Code on an eligibility matter, arrangements should be made for the Technical Officer/Scrutineer to examine the vehicle.

(1) If it is not possible to examine the vehicle immediately, the appropriate part or components should be sealed by the Technical Officer who should furnish the Stewards of the Meeting with a detailed description of how the sealing is carried out, and a sample of the seal used, showing identification marks. The Technical Officer should impound the offending part or components.

(2) For reasons of commercial confidence, it is not permissible for the protester or their agent to be present when the inspection takes place. A copy of the report, however, must be available for the protester.

8.3 Results of any event in which the vehicle has competed should be declared, "Provisional, subject to technical clearance."

8.4 Stewards should fully realise that where a subsequent examination of a vehicle is necessary, their responsibilities do not end until after the Technical Officers/Scrutineers' report has been received and any appropriate action taken by them.

9. Stewards' Report Form:

9.1 The Stewards' Report Form is designed to enable MotorSport NZ to check on the organisation of an event (especially for MotorSport NZ Championship and International meetings), and as a record of occurrences at lesser status meetings.

Care is required in filling out the details as a copy of the report, with your comments, will be forwarded to the organising club to assist them with their debrief of the Event.

Please forward the completed report form to the MotorSport NZ office within 24 hours of the Event taking place, whether or not some matters are still provisional.

Attach any relevant paperwork or monies relevant to the meeting, covering fines, protests and notification of appeals, along with all the details. Indicate any accident reports or appeals requiring urgent attention.

10. Forms which are Part of Stewarding:

10.1 The forms that are used for the Stewards' various purposes are explained below:

(1) **Clearance Certificate:** This form is to be filled out by the Clerk of the Course or the Secretary of the Meeting, but signed by the Clerk of the Course, to show that the necessary checks of the organisation of the event have been done and the event is ready to proceed. When you are confident that all is in order you countersign the form and allow the event to start. This form is basically a checklist for the organisers.

(2) **Closing Report:** At each major event, MotorSport NZ Championship and above, the Clerk of the Course should prepare and supply to you, as the Steward(s) of the Meeting, a written Closing Report.

(3) **Participation Levy Fee Declaration:** This levy is automatically calculated by the MotorSport Online system based on the entries received. Stewards should ensure that any manual entries received on the day are entered and confirm that the numbers competing at the event are correct prior to selecting the acknowledgment in their post-event reporting screen.

(4) **MotorSport Accident Report:** If, at the event, an incident or accident of a serious nature occurs, you must insist on the Accident Investigator (or if one has not been appointed, the Clerk of the Course) supplying you with a written report, on the MotorSport NZ form, describing action.
Also, if you require a report from any official of the meeting, regarding an incident that has occurred, this is also referred to and shall be supplied on a MotorSport Accident Report.

(5) **Notification of Decision from the Stewards of the Meeting:** This form is used to record the relevant details of the decision reached at a hearing and should contain sufficient information to be the written record of the hearing (not necessarily a protest hearing). The details of the event, competitor, finding and ruling (penalties if applied), are recorded over the signature(s) of the Steward(s) of the Meeting. A copy of this can be handed to the affected party or parties in the hearing. The rear of the form covers the affected parties rights and obligations.

(6) **Protest Form:** This form has been designed to ensure that when a competitor wishes to protest, you have some chance of finding out under what rules the complaint lies. The protester should be asked to fill out all relevant details, (especially the applicable rules under which the protest is lodged) in the top part of the form and the bottom part is used to receipt the protest fee. If you insist on the use of these forms, you will save yourself a lot of trouble.

The protest form(s), with payment or payment details attached and the notification(s) of decision, must all be forwarded to MotorSport NZ on the first business day after the Event.

(7) Summons to Appear Before Stewards: This form is used to ensure that those required to be present at the hearing are correctly informed of the necessary details.

(8) The correct way of using these is to fill out the details of to whom each form is addressed (both parts of form), the name of the event and the date, a brief description of the purpose of the hearing (both parts of form), where and when the hearing is to be held (both parts of form), the time and date issued and sign the form. Then ask the Competitor Relations Officer or Clerk of the Course to arrange the distribution of the form(s) for you and ask for them to be receipted on delivery with the receipts to be returned to you.

TABLE ONE

PROCEDURES FOR THE CONDUCT OF A HEARING

Definitions:
Protestor - Person who has lodged a protest requiring a hearing.
Prosecution - Event Director; Race Director, Clerk of the Course; or Assistant Clerk of the Course.
Respondent - Person protested against or being prosecuted by Event Officials.

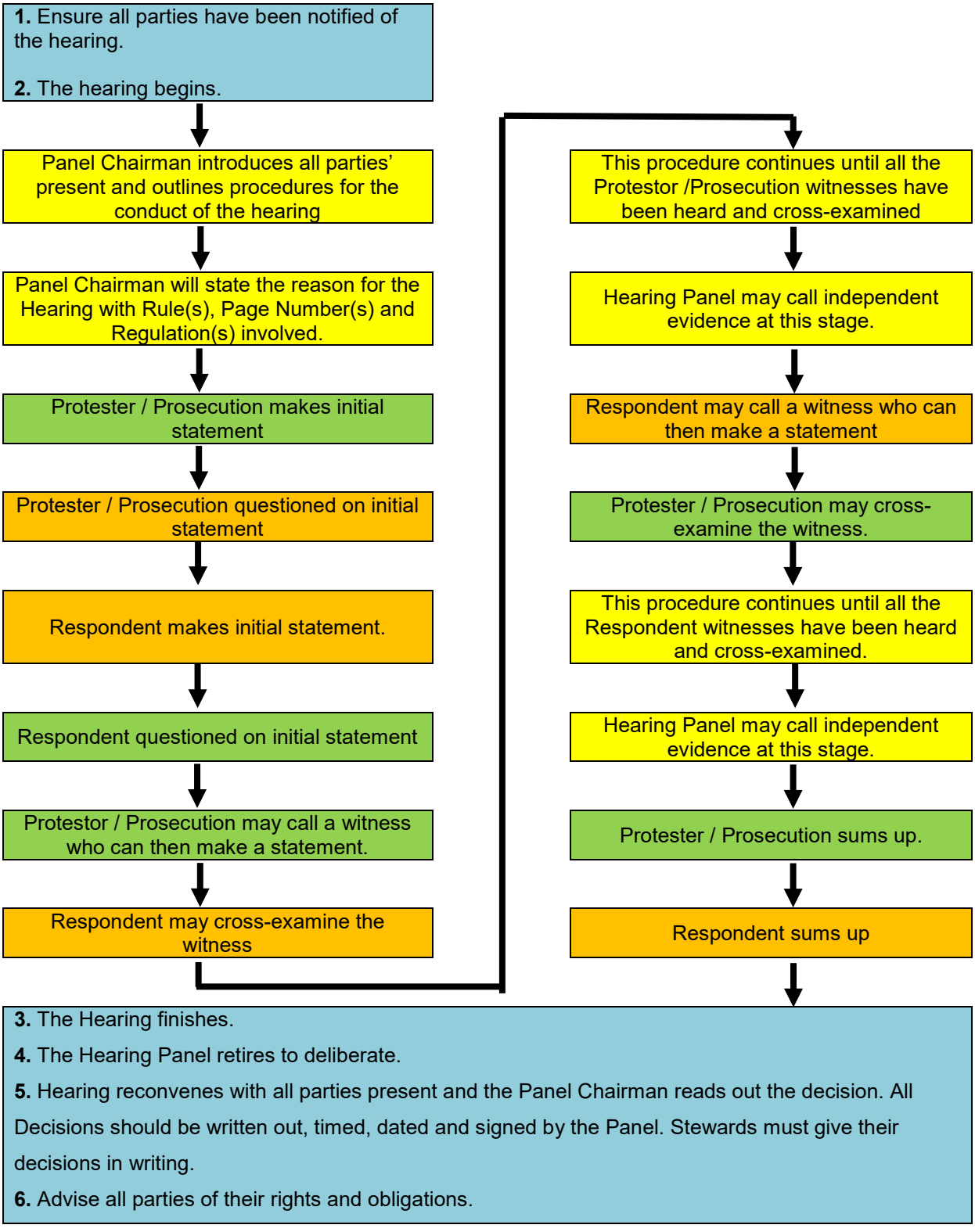
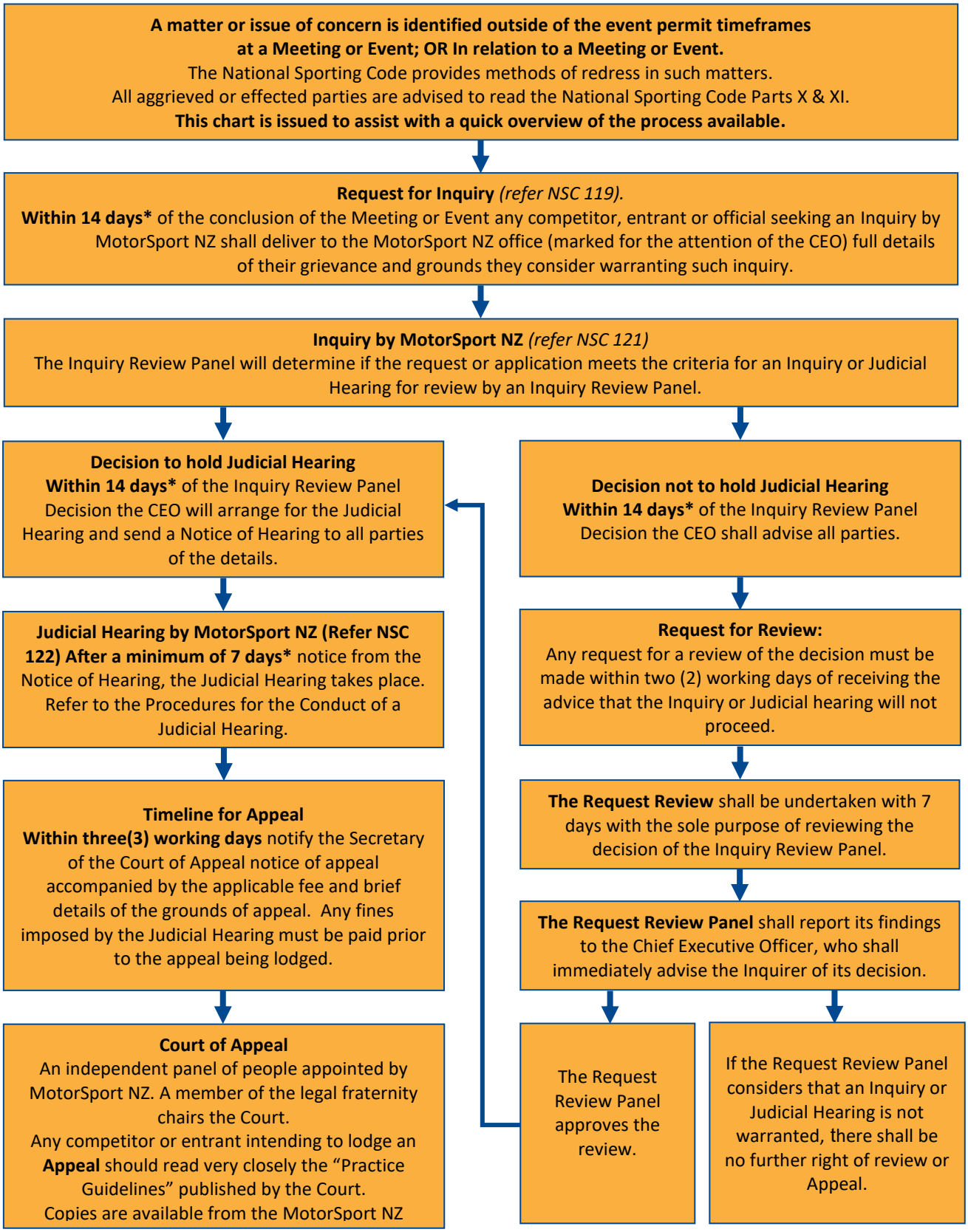


TABLE TWO

INQUIRY AND JUDICIAL HEARING PROCESS



**Any time-frame under Part X may be reduced or extended in Special Circumstances.*

TABLE THREE

CONDUCTING A JUDICIAL HEARING

(this chart is issued to assist with a quick overview of the process)

1 COMMENCEMENT/OPENING

- Ensure all parties notifed of hearing
  - location
  - time
  - required material
- Hearing Chair Introduces all parties
- Outline procedures for the conduct of hearing
- State reason with
  - rule(s)
  - page #(s)
  - Regulation(s)

2 INTIAL STATEMENTS

- Prosecution makes intial statement
- Prosecution questioned on intial statement
- Respondent makes intial statement
- Respondent questioned on intial statement

3 PROSECUTION CASE

- Prosecution may call wtiness(s) to make a address the hearing
- Respondent may cross-examine the witness(es)
- Panel may call independent evidence

4 RESPONDENT CASE

- Respondent may call wtiness(s) to make a address the hearing
- Prosecution may cross-examine the witness(es)
- Panel may call independent evidence

5 SUMMING UP

- Prosecution or Protestor sums up
- Respondent sums up

6 HEARING CONCLUSION

- Hearing Panel retires to deliberate
- Hearing reconvenes with all parties present
- Chair reads out decsision
- Prosecution may make submissions as to any penality
- Respondent may make submissions as to any penaility
- Parties given their rights & obligations
- Decision is produced in hard copy
  - time
  - dated
  - signed by chair

Prosecution –MotorSport NZ representative responsible for proving the grounds of the Hearing. **Respondent** – Person protested or being prosecuted by event officials

APPENDIXTWO

SCHEDULEA – DRIVER AND VEHICLE SAFETY

Amendment Number	Date published	Date implemented	Article Number
36100	18 August 2025	18 August 2025	Article 3
36090	2 July 2024	2 July 2024	Article 3
36083	4 June 2024	2 September 2024	Article 2, 4, and 5
36082	4 June 2024	4 June 2024	Article 3, and 4
36065	1 August 2023	1 August 2023	Article 2
36059	10 July 2023	10 July 2023	Article 3, and 4
36048	15 July 2022	15 July 2022	Article 4
36042	6 December 2021	6 December 2021	Article 4
36041	6 December 2021	1 January 2022	Article 4, 5 and 6
36032	1 July 2021	1 July 2021	Article 8
36027	1 March 2021	1 March 2021	Article 3, 4, 5 and 8
36026	1 March 2021	1 June 2021	Article 4
36013	9 January 2020	9 January 2020	Article 4
36012	1 August 2019	1 August 2019	Article 7
36005	18 June 2019	18 June 2019	Article 4, 5, and 6
36003	18 April 2019	18 April 2019	Article 4, and 5
36001	19 September 2018	19 September 2018	Article 3

Part One

Article 1 Object

Article 1 Introduction

Article 2 Interpretations

Article 3 General

Article 4 Safety Critical Items

Article 5 Safety Non Critical Items

Article 6 Non Safety Items

Article 7 Rally Vehicles – Additional Requirements

Article 8 Use of Motorsport Vehicles on Public Roads

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One

1. Introduction:

1.1 **Use of this Schedule:** This Schedule provides competitors with standards for the preparation of vehicles entering motorsport competitions and shall be read and used in its entirety.

1.2 Scope of this Schedule:

(1) This Schedule specifies the minimum requirements for general motorsport competition.

(2) All vehicles permanently residing in New Zealand competing in MotorSport NZ permitted Events shall comply fully with the requirements of this Schedule, subject to Articles (4), (5) and (6) below.

(3) Visiting vehicles, with valid ATA Carnet documentation from the export country, which are competing in no more than three(3) events in a twelve(12) month period may be scrutineered to the applicable vehicle safety regulations (although specifically excluding alloy safety cages) published by the ASN of its export country providing:

(a) The applicable safety regulations are presented with the vehicle at the time of scrutineering, and

(b) The ATA Carnet documentation is available on request, and

(c) Compliance with Part One Article 3.6 Dangerous Construction or Condition is maintained at all times.

(4) Alternative requirements to those contained in this Schedule may be authorised by MotorSport NZ in any of the following documents:

(a) MotorSport NZ Championship / Sanctioned Series Articles and Technical Regulations, or

(b) Other Schedules of the National Sporting Code.

(5) Additional requirements to those contained in this Schedule may also be authorised by MotorSport NZ in any of the following documents:

(a) Event Supplementary Regulations, and/or

(b) Official Bulletins.

(6) Where alternative / additional requirements are imposed they shall take precedence over this Schedule.

Note: *For all MotorSport NZ Championship Technical Regulations refer to the specific schedules issued annually. When approved these are available on the MotorSport NZ website or on request from the MotorSport NZ administration.*

1.3 **Historic and Classic Vehicles:** Vehicles manufactured prior to 1 January 1978 with a valid Certificate of Description (COD) which are eligible to compete under Appendix Six Schedules K, T & C and CR shall either comply with the requirements of this Schedule or alternatively Appendix Six Schedule AA.

2. **Interpretations:** Terms that are specific to this Schedule are defined here. For further definitions refer to National Sporting Code Article 2(1).

“ATA Carnet” means an international customs document to enable the temporary importation (without the payment of duty); and

“Authority card” means the LVV / MotorSport Authority Card which provides for specific exemptions / alternative standards to those of the VIRM and which is administered by MotorSport NZ; and

“Ballast” means non-functional material added to increase the vehicle weight; and

“Bodyshell” or **“Chassis”** means the load bearing structure of the vehicle to which the drive train and suspension are attached; and

“Bodywork” means all the entirely suspended parts of the vehicle that are licked by the air stream; and

“Chief Scrutineer” means the senior Scrutineer appointed by the Event Organiser to be responsible for carrying out Safety Audits in accordance with this Schedule; and

“Closed vehicle” means a vehicle with a permanent rigid structure, other than a rollcage, that extends from the top of the vehicle’s windscreen over the occupants to the rear of the vehicle; and

“Cockpit” means the structural inner volume of a vehicle which accommodates the occupants; and

“Competitor Apparel” means items of clothing, footwear and protective helmets, designed specifically to enhance competitors’ safety, worn by the driver and/or co-driver, while seated in a vehicle used in competition; and

“Dedicated Motorsport Vehicle” or **“DMV”** means a vehicle that has been constructed or modified solely for use in motor sport competitions including where the use of public roads is a part of the event providing the vehicle is in possession of a valid Authority Card; and

“Electronic Stability Control” or **“ESC”** means a manufacturer installed system designed to minimise the loss of control or traction of the vehicle; and

“GT” means a performance derived two(2) door closed vehicle with two(2) seats or 2+2 seating; and

“LVVTA” means the Low Volume Vehicle Technical Association, being the sole agency recognised by the NZTA, authorised to issue alternative standards to those of the VIRM; and

“Manufacturer Occupant Protection System” or **“MOPS”** means the safety system originally installed by the vehicle manufacturer as part of a frontal impact protection system and shall include the airbag/s and pre-tensioning safety belts; and

“MotorSport NZ Vehicle Logbook” means a physical or digital logbook issued by MotorSport NZ used to record all relevant information pertaining to a vehicle’s competition history; and

“NZTA” means the New Zealand Transport Agency; and

“Occupant” means any driver, co-driver, or passenger taking part in an Event; and

“Open vehicle” means any vehicle not classified as a closed vehicle; and

“Purpose built vehicle” means a vehicle that;

(1) Has a safety cage fitted, that is not equipped as standard on all production examples of the vehicle, or
(2) The construction of which prevents its use on public roads; and

"Racing net" means a net that is designed and fitted to provide lateral restraint to the seat and driver during lateral and angled lateral impacts; and

"Road registered vehicle" means a vehicle with a current valid licence label and Warrant of Fitness; and

"Safety Structure" means any one(1) or a combination of the following definitions;

(1) **"Safety Rollbar"** means a (stand-alone) form of roll protection: Its **"principal structure"** being the structural framework consisting of a main Rollbar (hoop), two(2) Backstays (or Lateral Bracing Stays sometimes only one(1) in a single-seater application), one(1) diagonal member, a safety harness bar (from 1 January 2013), and mounting points or,

(2) **"Safety Cage"** means a multi-tubular structure installed in the cockpit and fitted close to the interior profile of the bodyshell. Its **"principal structure"** being the structural framework consisting of a Safety Rollbar (as detailed in (1) above), plus a Front Rollbar (or of two(2) Lateral Rollbars), their connecting members, two(2) Backstays, one(1) Diagonal member, a safety harness bar (from 1 January 2013), and mounting points; and

"Saloon" means a two(2) or four(4) door vehicle not falling into the Sports Car, Sports Racing Car, or GT categories, including the convertible and hatchback variants of the same; and

"Series production vehicle" means a vehicle that is or has been manufactured in a certain number of identical examples using series production methods destined for public road use, and is or was available on general catalogued sale; and

"Single seater" means an open vehicle that has been designed and constructed to carry the driver at the centre line of the vehicle chassis; and

"Sports Car" means an open or closed vehicle with factory provision for two(2) seats; and

"Sports Racing Car" means an open or closed vehicle with provision for two(2) seats disposed one on either side of the vehicles longitudinal centre-line and designed primarily for competition use, and

"Technical Passport" means a physical or digital logbook issued by MotorSport NZ to applicable FIA Homologated vehicles used to record all relevant information pertaining to a vehicle's competition history; and

"Tyres" are defined as follows:

(1) **"Road tyre"** means a Treaded tyre designed and manufactured for public road use that fully complies with the VIRM issued by NZTA.

(2) **"Slick tyre"** means a tyre constructed and marketed specifically for competition use (not for road use) on dry sealed surfaces, having a maximum of 17% grooves moulded or cut into the tyre road contact surface; and

(3) **"Treaded tyre"** means a tyre designed for use on any surface having a minimum of 17% grooves moulded or cut into the road contact surface.

(4) **"Wet tyre"** means a treaded tyre (moulded or cut) constructed and marketed specifically for competition use (not for road use) on wet sealed surfaces; and

"VIRM" means the Vehicle Inspection Requirements Manual as published by the NZTA, being the in-service safety requirements for road registered vehicles.

"Window net" means a net that is designed and fitted to protect the driver from having any body part protrude through the window during an incident.

3. Safety Audits:

(1) Competitor's responsibility:

(a) It is the responsibility of the Competitor to read and understand this Schedule and to ensure that their vehicle meets, at least, the minimum safety/eligibility requirements of this Schedule and all other relevant Schedules to the National Sporting Code. A Competitor Declaration confirming compliance shall be completed as part of the Event entry. The presentation of a vehicle for Safety Audit shall be deemed an implicit statement of conformity with this Schedule.

(b) Competitors shall make their vehicle available for safety audit:

(i) When requested to by an Event Official, and

(ii) With all equipment that is to be used during the event, and

(iii) In a clean condition, and

(iv) With the valid MotorSport NZ logbook for the vehicle (where applicable).

(2) Safety Audit selection process:

(a) The Chief Scrutineer or their appointed representative shall select vehicles for Safety Audit as follows:

(i) For Rallies: prior to the scheduled start time of the vehicle.

(ii) For all other Events: prior to Qualifying and/or any Competition.

(b) Any vehicle may be selected for Safety Audit, although the following vehicles shall be selected:

(i) All vehicles without a MotorSport NZ logbook, and

(ii) Vehicles which have not been audited at the last two(2) Events entered or within the last six(6) month period, and

(iii) Vehicles and/or competitors known to be competing for the first time, and

(iv) Vehicles with outstanding defects as previously noted in their vehicle logbook, and

(v) Competitors who request a Safety Audit to be carried out on their vehicle, and

(vi) Any other vehicles required to ensure that no less than 15% of competing vehicles at an Event are audited, and

(vii) Visiting vehicles (with an overseas logbook) which are not permanently residing in New Zealand (refer Part One Article 1.2(3))

(3) **Appointed Scrutineers:** are appointed in accordance with Appendix One Schedule O.

(a) For ClubSport Events where there is no requirement for a licensed Scrutineer, the Clerk of the Course takes responsibility for appointing an appropriately qualified official to take on this role.

(b) Scrutineers shall carry out Safety Audits as determined by the Safety Audit selection process pursuant to the requirements of this Schedule, other relevant schedules to the National Sporting Code, and Event Supplementary Regulations.

(4) **Remote Safety Audits:** Where authorised within Event Supplementary Regulations as approved by MotorSport NZ, Safety Audits may be performed prior to and remotely from an Event. The Competitors' responsibly as to the safety and eligibility of their vehicle remains as per Part One Article 3.1(1)(a) above.

(a) The Supplementary Regulations of the Event will specifically cover that remote safety audits are available.

(b) The Chief Scrutineer of the Event will ensure the following is provided for:

(i) A Vehicle Safety Audit inspection program (worksheet) is established on MotorSport Online, and

(ii) That all Safety Audits are performed within 14 days prior to the event and the results are entered by a licenced Scrutineer using the MotorSport App Safety Audit worksheet, and

(iii) All vehicle logbooks are notated accordingly.

(c) The Event Organiser will ensure that facilities are maintained for safety audits to be performed at the Event.

3.2 **Impounding of Safety Items:** Where there is doubt about the fitness of any Safety Item, the Chief Scrutineer or Technical Officer may impound the item for the duration of the Event. A receipt shall be provided and the impounded item will be available to be collected at the completion of the Event.

3.3 **Documentation Label:**

(1) At the discretion of the Event Organiser, identification labels may be supplied to each Competitor at the successful completion of Documentation / Safety Audit. Its purpose is to indicate to Officials that the Competitor has passed all Safety Audit and documentation requirements.

(2) Where used the label shall:

(a) Be affixed in the following location:

(i) Open Vehicles on the right hand side of the rollbar so it is clearly visible.

(ii) Other vehicles on the side glass immediately behind the Driver, or on the rollbar facing outwards so it is visible through the side glass.

(b) Remain in place for the duration of the Event.

3.4 MotorSport NZ Vehicle Logbook:

(1) **Issue and use of Logbooks:** MotorSport NZ issues Vehicle Logbooks on receipt of a completed application and fee. Logbooks are used to record all relevant information pertaining to a vehicle's competition history.

(2) **Requirements**: It is recommended that all vehicles have a Logbook, however for the following vehicles a valid Logbook is mandatory:

(a) All vehicles competing in a Series, and

(b) All Purpose Built and all Dedicated Motorsport Vehicles, and

(c) All vehicles requiring a LVV / MotorSport Authority card, and

(d) As required by the Event Supplementary Regulations.

(3) **Contents:** The Logbook shall contain the following information:

(a) Vehicle identification (make, model, year of manufacture and chassis number), and

(b) A current (¾ front view) photograph of the vehicle, and

(c) Which safety schedule the vehicle complies with, and

(d) Current ownership details, and

(e) Safety Structure homologation or approval certificate (where applicable), and

(f) The competition history of the vehicle, including a record of the following;

(i) All Events entered, and

(ii) Safety and eligibility inspections and irregularities, and

(iii) Scrutineers notations, including any significant accident damage, and

(iv) Details of all applied seals. (refer Part One Article 3.7)

(4) **Validity:** The logbook shall be deemed invalid if:

(a) The vehicle is found to differ from the identification data, and/or

(b) The ¾ view photograph is missing or misrepresentative of the vehicle, and/or

(c) The Logbook has been completed and there is no space to make further entries.

(5) **Entries or amendments to the Vehicle Identification Details:** These may only be made by a MotorSport NZ Technical Officer, or the MotorSport NZ Technical Department.

(6) **Presentation of Logbook:** Every time a vehicle is used in competition its logbook shall be presented at documentation (and at any other time during an Event when requested by an official). If a logbook is required under Part One Article 3.4(2) above and that vehicle's valid logbook is not available for presentation, for whatever reason, the Clerk of the Course may permit the vehicle to compete if;

(a) The vehicle has undergone to a Safety Audit and clearance is obtained, and

(b) The penalty as prescribed in Appendix One Schedule P to the National Sporting Code is applied.

(7) Entries or amendments to the logbook:

(a) Any entry pertaining to; safety, eligibility or the compliance of the vehicle shall only be made by an authorised MotorSport NZ official.

(b) At documentation, the Chief Scrutineer, or their delegate, shall:

(i) Check the Logbook for accuracy, previous notations, in particular any items that require rectification, and when the vehicle was last audited, and

(ii) Notate the Event the vehicle has entered and whether the vehicle is being 'Audited' or 'Not Audited'.

(8) **After an accident**: When significant vehicle damage is sustained, it is the Competitor's responsibility, to present the vehicle and Logbook, to the Event Chief Scrutineer for inspection and notation of any applicable information or as requested by the Clerk of the Course.

3.5 **Equivalence Factors:** For engines, other than naturally aspirated four stroke, the following equivalence factors are to be used to determine the engine capacity, unless otherwise stated in the class regulations:

• Forced Induction	x 1.7
• Rotary Engine	x 1.8
• Two stroke	x 1.8
• Diesel Forced Induction Engines	x 1.5

The nominal cylinder capacity will be multiplied by the applicable factor/s above and hence will pass the vehicle into the class corresponding to the fictive volume thus obtained.

3.6 **Dangerous Construction and Condition:** If the construction or condition of a vehicle is deemed to be dangerous by a Scrutineer or Technical Officer, or if a vehicle has suffered damage during an Event so that further participation could be dangerous, it may be excluded from competing by the Clerk of the Course.

3.7 **Sealing of Components:**

(1) **Purpose:** To ensure that components or assemblies of components are not disturbed or substituted during or between Events. Seals shall also be applied where required as part of Event or Series regulations.

(2) **Application:** A seal may be applied to a vehicle, component and/or assembly of components by a;

(a) Technical Officer, or

(b) Series Scrutineer, or

(c) Licensed Scrutineers appointed to an Event, or

(d) Request from MotorSport NZ, or

(e) Request from a Steward or Clerk of the Course.

(f) Competitors are required to present their vehicle for the application of seals where required by Series Articles. Technical Officers or Series Scrutineers shall report to the Event Director, Race Director, or Clerk of the Course, any Competitor who fails to present their vehicle when requested. The Event Director, Race Director, or Clerk of the Course may impose penalties on the Competitor under the provisions of the National Sporting Code.

(3) **Recording of Seals:** The Competitor shall supply the vehicle's Logbook to the appointed Official so that details may be recorded as follows;

(a) Event, date and time at which the seal is applied, and

(b) Category of seal and component or assembly being sealed.

(4) **Category of Seal:** Seals may be one(1) of three(3) categories as follows;

- **'A' type seals** may be applied at any time during an Event and may only be broken thirty(30) days after their application date.
- **'B' type seals** may be applied at any time during an Event and may only be broken after the conclusion of an Event. *(Example: Seals applied to forced induction systems)*
- **'C' type seals** are applied as required by Class regulations and shall be applied in accordance with the Class Schedule and/or Series Articles. These seals remain valid for the duration of the Series plus thirty(30) days (expire thirty(30) days after the final round of the Series).

(5) **Type of Seals:** Seals may be in the form of;

(a) Paint (reaction type), or

(b) Wire and metal crimp seal, or

(c) Wire security seal with identification tag

(6) **Breaking Seals:** Seals may only be broken after the validity period of the seal category has expired. Where removal of a seal for maintenance is required before the expiry date, authorisation must be sought from MotorSport NZ or Series Scrutineer prior to the seal's removal. Technical Officers or Series Scrutineers shall report any breakage or tampering not in compliance with the above to the Event Director, Race Director, or Clerk of the Course who shall impose penalties on the Competitor under the provisions of the National Sporting Code.

3.8 Vehicle Noise Level:

(1) **Races:** No vehicle may exceed 95dB(A). The measurement shall be taken thirty(30) metres at a right angle from the track at a point where the vehicle is at maximum power. No compensation for differing climatic conditions shall be applied.

(2) **All Other Events:** Noise emission from competition vehicles shall not exceed 95dB(A) and may be monitored at any time during an event, particularly where events include the use of public roads and vehicles are operated in close proximity to areas where excessive noise may be of significant concern, i.e. city-centres, residential areas, etc. Competitors are reminded of the importance of maintaining noise emissions to an environmentally acceptable level, and to ensure that, where appropriate, their vehicles are operated in a considerate and appropriate manner at all times.

(3) **Noise Judgement:** Noise Judges shall be appointed where there are noise emission limitations and the Clerk of the Course shall be the final arbiter in this matter. There is no right of protest between Competitors in relation to noise levels.

3.9 Fuel:

(1) **General:** All fuel used in competition must comply with the prescriptions of this Schedule. All fuel must be used without additives other than those permitted within this schedule. Other than for pump fuel, the mixing of fuels from different commercial sources, or of different grades is forbidden.

(a) **Oxidants:** Only air may be mixed with the fuel as an oxidant. The use of oxidants such as Nitrous Oxide is forbidden.

(2) **Approved fuels:** The following are the only fuels authorised under this Schedule:

(a) Commercially available fuel from a New Zealand Service Station forecourt pump on current sale being;

(i) Unleaded 91 Octane (RON) Regular Grade Petrol, and

(ii) Unleaded 95 Octane (RON) Premium Grade Petrol, and

(iii) Unleaded 98 Octane (RON) Premium Grade Petrol including ethanol blends (E10), and

(iv) Diesel (including B5).

(b) Petrol/ethanol blended fuels produced in New Zealand up to E85 for sale and in compliance with New Zealand Engine Fuel Specifications Regulations 2011. These fuels may be supplied from a drum.

(c) **Unleaded Racegas:** Unleaded racing fuel is defined as an unleaded petrol produced in compliance with the specifications detailed in FIA Article 252 of Appendix J to the current FIA Yearbook. Such Unleaded Racing Fuel supplied from a drum is permissible.

(d) Avgas (aviation fuel) purchased in New Zealand.

(3) **Limitations:** Supplementary Regulations, Series Articles or Class Regulations may prohibit the use of one(1) or more of the above fuels.

(4) **Allowance:** MotorSport NZ Championship and Sanctioned Series Articles may allow the use of other specified fuels. Refer to current Series Articles/Portfolios.

(5) **Additives or blends:** Unless otherwise approved, additives of any kind or specification or chemical description or composition shall not be added to the fuel nor may a blend of two or more fuels be used. The only approved additives are:

(a) Lubricating oil for rotary and two stroke engines, and

(b) **Valve recession:** Commercially available lead substitutes to reduce valve recession may be used with unleaded fuels in strict accordance with the manufacturer's instructions. These additives may not be used to enhance the octane number of the fuel.

(6) All fuel shall comply with the specifications as detailed in the Fuel Specification Chart as detailed in Part Two Article 3 of this Schedule.

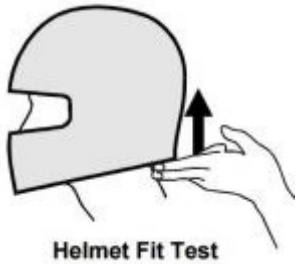
4. **Safety Critical Items:** All safety critical items shall be presented and used in a serviceable condition without evidence of damage or significant wear.

4.1 **Protective Helmets:**

(1) **Helmet Requirements**: Protective helmets shall be worn during all events, (except Motorkhanas and Car Trials) as per Chart 1 below. Protective helmets shall:

(a) Comply with a current approved standard, and

(b) Be a snug fit on the wearer and must not be able to be removed by lifting the rear of the helmet (refer diagram below), and



Helmet Fit Test

(c) Be in good condition, free of significant scratches and/or cracks, and

(d) Not be modified, except as specifically permitted by the helmet manufacturer, standards body or MotorSport NZ. In particular;

(i) ABS and Polycarbonate helmets shall not be painted, and

(ii) Composite shell helmets may only be painted with a paint approved by the helmet manufacturer, and

(iii) Intercom earphones and microphones should only be fitted in helmets specifically designed for their use.

(iv) Cameras shall not be attached to helmets by any means except where the camera forms an integral part of the helmet as provided by the manufacturer and the model of helmet is approved under one of the accepted standards.

(e) Closed face helmets shall be worn in all vehicles without a full height (over the occupants head measured vertically) windscreen.

(f) A Scrutineer or Technical Officer may check helmets at any time during an Event.

(2) Approved Helmet Standards: Examples of the following standards labels are detailed in Part Two Article 4 of this Schedule.

Chart 1 – Helmets Requirements		
Standard	Discipline accepted	FHR Compatible
FIA:		
FIA 8860-2018* ††	All events up to International	Yes
FIA 8860-2010* †† FIA 8860-2004* †† FIA 8859-2015* †† FIA 8859-2010* ††	All events up to and including Championship and some International events	Yes
Snell Foundation Inc:		
SA 2020* † SA 2015* † SA 2010* † SAH 2010* †† SA 2005 † *valid until 31 December 2026	All events up to and including Championship and some International events	Yes
CMR/CMS 2007 (Youth Helmet)	All ClubSport events	No
M 2020 M 2015 M 2010 M 2005 *valid until 31 December 2026 K 2015 K 2010 K 2005 *valid until 31 December 2026	All ClubSport;	No
SFI Foundation Inc:		
SFI Spec 31.1A* SFI Spec 31.2A* SFI Spec 31.1/2005*	All events up to and including Championship and some International	Yes
SFI Spec 41.1/2005 SFI Spec 41.1A SFI Spec 41.2A	All ClubSport;	No
British Standard Institute:		
BS6658-85 Type A/FR red label) † Including all amendments. Valid for up to 10 years from the date of manufacture, dependant on condition.	All ClubSport Race up to and including Championship; Rally up to and including Championship	Yes
European Standard (R22):		
ECE 22 'E' Mark 04, 05 or 06 series **Note:** *The series number is not the number in the circle. It is the number located close by, an example being; 05-12345.*	All ClubSport;	No
Australian Standard:		
AS 1698	All ClubSport;	No

Notes:
* *denotes helmets also approved for use in International status Events.*
† *denotes helmets also approved for use with Frontal Head Restraints (FHR) requiring the retro-fitment of tether posts.*
†† *denotes helmets fitted with tether posts by the helmet manufacturer / agent.*

Recommendations:
1. *Helmets should be replaced at least every seven(7) years, and*
2. *Helmets (when not in use) should be kept in helmet bags, and*
3. *In the case of a severe impact the helmet should be destroyed, and*
4. *Foam neck braces may be used for the purpose of driver comfort, providing they are made entirely of fire resistant material.*

(3) **MotorSport NZ Approval Labels:** May be applied to the outside of the helmet in the approximate area of the occupant's ear on the side nearest to the side window of the competing vehicle.

(a) Labels may be applied by selected Scrutineers after the helmet has been checked for conformity with the standard and is considered to be in an acceptable condition.

(b) Labels will be valid for the duration of the calendar year applied as printed on the label, provided they remain in acceptable condition.

(c) The existence of an approval label on a helmet does not guarantee the continued serviceability of that helmet and the label may be removed by a Scrutineer at any time the helmet is considered not to be acceptable.

4.2 Frontal Head Restraints (FHR):

(1) **Frontal Head Restraint Requirements:** All occupants shall wear FHR made to an approved standard as per Chart (1) below:

		Chart (1) – Frontal Head Restraint Requirements			
		01 October 2020 onwards	**From 1 January 2023**	**From 1 May 2023**	**From 1 January 2024**
Race	**Championship**	Mandatory	Mandatory	Mandatory	Mandatory
	Accredited Series	Mandatory	Mandatory	Mandatory	Mandatory
	National	Mandatory (refer Note 1)	Mandatory (refer Note 1)	Mandatory (refer Note 1)	Mandatory (refer Note 1)
	Clubmans	Recommended (refer Note 3)	Recommended (refer Note 3)	Mandatory (refer Note 1)	Mandatory (refer Note 1)
	Historic	Mandatory (refer Note 2)	Mandatory (refer Note 2)	Mandatory (refer Note 2)	Mandatory (refer Note 2)
Rally	**Championship**	Mandatory	Mandatory	Mandatory	Mandatory
	National	Recommended	Mandatory	Mandatory	Mandatory
	Clubmans	Recommended	Mandatory	Mandatory	Mandatory
ClubSport	**Rallysprint**	Recommended	Recommended	Recommended	Mandatory
	Advanced	Recommended	Recommended	Recommended	Recommended
	Basic	Optional	Recommended	Recommended	Recommended

Notes:
1. *FHR's are not mandatory for cars without safety* cages.
2. *For Schedule K cars with a valid Certificate of Description, where it is impractical to achieve the harness mounting requirements the use of a frontal head restraint is not mandatory.*
3. *The use of FHR's in Clubmans racing is flagged for future introduction.*

(2) Frontal Head Restraints shall:

(a) Comply with an approved standard, being:

- FIA – FIA8858-2002
- FIA – FIA8858-2010
- SFI – Spec 38.1

(b) Be a good fit on the wearer, and

(c) Be of the correct type/angle for the vehicle being driven, and

(d) Be in good condition, free of cracks or signs of damage, and

(e) Not be modified, except as specifically permitted by the manufacturer.

(3) Frontal Head Restraints shall only be used in combination with helmets bearing one(1) of the following standard markings:

- FIA – 8860, 8859 & 8858,
- Snell – SA 2015, SA 2010, SAH 2010, SA 2005 & SA 2000,
- British Standard – BS 6658-85 A/FR, and
- SFI – Spec 31.1/2005, Spec 41.1/2005 & Spec 24.1 (Youth).

(4) Where FHR's are used the following Safety Harness requirements shall apply:

(a) For Saloon cars and Open cars:

(i) Safety harnesses being either 5 strap, 6 strap or 4 strap bearing one of the following standards markings are mandatory:

- FIA 8853-2016
- FIA 8853/98
- SFI 16.1 or SFI 16.5
- FIA 8854/98

Note: *It is strongly recommended that either a 5 strap or 6 strap safety harness is used in conjunction with a FHR. A 4 strap safety harness is accepted but not recommended.*

(ii) Safety harness shoulder straps shall slope downwards from the shoulder to the anchorage point to create an angle of 0o to 20o. Shoulder strap length should be kept to a minimum (ideally 200mm – 400mm) and should converge to the attachment point.

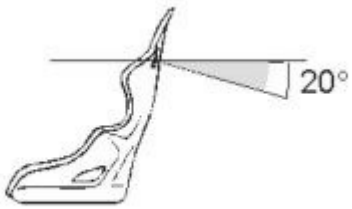
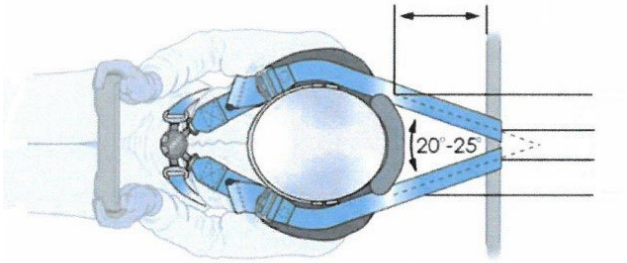


Diagram 4.2 - FHR Safety Harness Mounting Angles

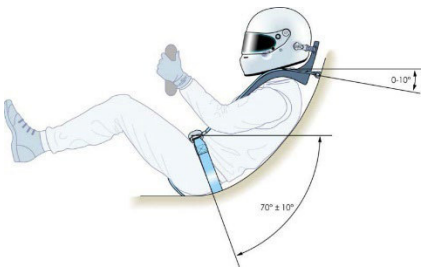


(b) For Single Seater cars and Sports Racing cars:

(i) Safety harnesses being 6 strap bearing one of the following standards markings are mandatory:

- FIA 8853-2016
- FIA 8853/98
- SFI 16.1 or SFI 16.5

(ii) Safety harness shoulder straps shall be installed at 0o to the horizontal with angles between of 0o to 10o downwards being acceptable.



(5) Where FHR's are used the following Seat requirements shall apply:

(a) For Saloon cars and Sports cars seats shall be:

- A competition seat compliant to FIA 8855-1999, or 8862-2009, or SFI 39.2, or SFI 39.1 is recommended, or
- A 'bucket style' replacement seat with fixed-back (non-adjustable rake), manufactured to a professional standard that incorporates a headrest and cushioned harness apertures is accepted but not recommended.

Note: *Frontal Head Restraints are designed to work in combination with a range of occupant protection measures. It is strongly recommended that a FIA or SFI compliant seat is used.*

(b) For Single Seater cars and Sports Racing cars seats shall be:

- As homologated in the vehicle, or
- A 'bucket style' seat with fixed-back (non-adjustable rake), manufactured to a professional standard that incorporates a headrest and cushioned harness apertures.

(6) **Inspection:** A Scrutineer may check Frontal Head Restraints at any time during an Event for condition and correct use.

Recommendations:

1. *It is strongly recommended that occupants practice rapid evacuations from the car with full race equipment fitted to familiarise themselves, and*
2*. For occupants of Saloon/GT vehicles Frontal Head Restraints are most effective when used in combination with head restraint seats and racing nets.*
3*. When using any Frontal Head Restraint the mounting of the safety harness is critical. Shoulder straps should be 200mm to 400mm long.*

Notes:
1. *Compliant Frontal Head Restraints are recognised by the applicable standards label.*
2. *FIA Technical Lists may be accessed at www.fia.com, SFI Foundation Spec 38.1 Compliant Device Manufacturers may be accessed at www.sfifoundation.com*
3. *An information guide for the use of HANS® and Hybrid devices is published by the FIA, a copy of which may be accessed at www.fia.com*

4.3 Protective Clothing:

(1) Types of Protective Clothing: Protective clothing is categorised as follows and shall include but is not limited to the following types as per Chart (1):

	Chart (1) – Protective Clothing Types / Standards					
	Overall	**Underwear**	**Socks**	**Shoes**	**Gloves**	**Balaclava**
	One-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet	Garments designed to be worn between the overall and the wearer's body entirely covering the wearer except for the head, hands and feet	One-piece close fitting garment covering at least to mid-calf	Garment that covers the whole foot and ankle	Garment that covers the whole hand and wrist	One-piece close fitting garment that covers the head and neck
A	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)	FIA 8856-2000(1) FIA 8856-2018(2)
B	FIA Norm 1986 ISO 6940(8) Multi-layer SFI 3.2A/3(4) Multi-layer FR material(3)	SFI 3.3,(7) ISO 6940(7, 8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)	SFI 3.3 ISO 6940(8)
C	SFI 3.2A/1,(5) ISO 6940(8) Single-layer FR material(3)	Cotton(6) Wool, FR material(3)	Cotton(6) Wool, FR material(3)	Leather, FR material(3)	Leather, FR material(3)	–
D	Cotton(6)	–	–	–	–	–
E	No requirement	No requirement	No requirement	No requirement	No requirement	No requirement

References:

1. *All garments certified to FIA 8856-2000 Std are detailed in FIA Technical List No.27. Where FIA Std garments are mandated under this schedule all garments must maintain compliance with the standard.*
2. *FIA 8856-2018 will become mandatory for level A from 31 December 2028 for FIA inscribed classes.*
3. *(FR) Fire Resistant means garments made from purpose designed fabrics with 'built-in' self-extinguishing properties. The material must be identified on the manufacturers label with common examples being; Nomex, CarbonX, Proban®, ProTek®, Pyrovatex®, Aramid fibres etc.*
4. *SFI 3.2A/3< means SFI Quality Assurance Specifications 3.2A/3,3.2A/5, 3.2A/10, 3.2A/15 and 3.2A/20. The SFI 3.2A Spec label will be found on the left arm or the collar.*
5. *SFI 3.2A/1< means SFI Quality Assurance Specifications 3.2A/1. The SFI 3.2A Spec label will be found on the left arm or the collar.*
6. *All cotton garments except socks must have a manufacturer label stating 100% Cotton (no 'Spandex' or Synthetics).*
7. *Garments manufactured to this standard in a 'short sleeved' or 'short pant' version can be accepted.*
8. *Signifies that the material the garment has been made from has been tested to ISO6940.*

Notes:

1. *Garments predominantly made of a flammable material such as nylon or similar synthetics are not approved for use under any circumstance.*
2. *FIA Technical Lists are accessed at: https://www.fia.com/*

(2) **Protective Clothing Requirements:** All occupants shall wear clothing made to an approved standard or of an approved standard and design as per chart (2):

	Chart (2) – Protective Clothing Requirements						
		Overall	**Underwear**	**Socks**	**Shoes**	**Gloves**	**Balaclava**
Race	International Race Meeting	A	A	A	A	A	A
	Championship	A, B	A, B	A, B	A, B	A, B	A, B
	National Race Meeting	A, B	A, B	A, B	A, B	A, B	A, B
	Clubmans Race Meeting	A, B, C	A, B, C	A, B, C	A, B, C	A, B, C	A, B
Rally	Championship	A	A	A	A	A*	A
	National Rally	A, B	A, B	A, B	A, B	A*, B*	A, B
	Clubmans Rally (incl Rallysprints)	A, B, C	A, B, C	A, B, C	A, B, C	A*, B*	A, B
	Other	A, B, C	A, B, C	A, B, C	A, B, C	E	E
ClubSport	Advanced (excl Rallysprints)	A, B, C	(A, B, C)[6]	A, B, C	A, B, C	E	E
	Basic	A, B, C, D	(A, B, C)[6][7]	A, B, C[7]	A, B, C	E	E
	Motorkhanas and Car Trials	E	E	E	E	E	E

**The wearing of gloves is optional for co-drivers.*

Notes:
1. *The specified letters [A, B, C, D, E] correspond to the specific requirements applied to the item of clothing as detailed in Chart (1).*
2. *Requirements for International Status Events shall comply with the current regulations published by the FIA.*
3. *Requirements are as specified unless detailed otherwise within Event Supplementary Regulations or Series Regulations as approved by MotorSport NZ.*
4. *Requirements for passengers will be the same unless detailed otherwise within Event Supplementary Regulations or Sanctioned Series Regulations as approved by MotorSport NZ.*
5. *Condition – dirty, damaged, ill-fitting or excessively worn garments may render them unsuitable for use.*
6. *Only mandatory where a single-layer overall is worn.*
7. *For Autocross and Standing Sprint Single Car events there is no requirement for compliant underwear or socks but any garments worn beneath overalls must be either cotton or wool.*
8. *For FIA 8856 2018 standard clothing, badges sewn directly onto the overalls shall be 'Fire-Resistant' backed and attached using fire-resistant thread. Any embroidery shall be sewn on to the outermost layer of the garment only. Screen printed clothing must be accompanied by a manufacturer supplied presentation form.*
Recommendations: It is strongly recommended that:

1. *All Occupants wear garments that comply with an approved standard wherever a choice is authorised, and*
2. *Careful consideration should be given when purchasing garments to any future progression through the various disciplines, and*
3. *Garments are 'loose fitting' as this increases the level of protection, and*
4. *Any badges sewn directly onto the overalls shall be 'Fire-Resistant' backed and attached using fire-resistant thread. Any embroidery shall be sewn on to the outermost layer of the garment only, and*
5. *The application of printing and/or iron-on patches should only be carried out by the manufacturer of the garment and must be flameproof and in conformity with FIA 8856-2000, and*
6. *Drivers of single-seater cars in races with standing starts wear gloves in a colour which contrasts with the predominant colour of the car, so that the driver can clearly draw the attention of the race starter in case of difficulties, and*
7. *Any rainproof garments designed to be worn over the overalls must not be made of flammable material (e.g. nylon or similar synthetics), and*
8. *Where a cool-suit is worn it must comply with FIA 8856-2000 or SFI 3.3A, or be worn in conjunction with FIA 8856-2000 or SFI 3.3A underwear between the cool-suit and the wearers body.*

4.4 Safety Harnesses:

(1) Safety Harness Requirements: All Safety Harnesses shall:

(a) Be fitted as per the requirements of the Safety Harness Requirements Chart below, and

(b) Comply with an Approved Standard, and

(c) Only be used as a matched set, and

(d) Be a four(4) strap (minimum) harness where a Safety Cage extends forward of the occupants, and any three(3) strap lap and diagonal belts shall be removed in their entirety.

SAFETY HARNESS REQUIREMENTS CHART				
EVENT TYPE	**VEHICLE TYPE**	**HARNESS TYPE**	**STANDARD REQUIRED**	**HARNESS VALIDITY**
ALL EVENTS	Single Seater Sports Racing Car	6 strap	FIA 8853.2016[2] FIA 8853/98[1] SFI 16.1 / 16.5	FIA up to 10 years[3] FIA up to 10 years[3] SFI[4]
RACE EVENTS Championship and Accredited Series and all **RALLY EVENTS** including Rallysprints and Targa	Series Production Vehicle Saloon GT Sports Car	5 strap (or 6 strap as above)	FIA 8853/98[1]	FIA up to 10 years[3]
			SFI 16.1 / 16.5	SFI[4]
		4 strap (or 5 or 6 strap as above)	FIA 8853/98[1] FIA 8854/98	FIA up to 10 years[3]
			SFI 16.1 / 16.5	SFI[4]
			ECE / R16 04	R16 04 and AS/NZS 2596 have no specified expiry[5]
			AS/NZS 2596	
CLUBSPORT EVENTS and all **RACE EVENTS** not defined above	All Vehicle Types (except where detailed otherwise above	4 strap (or 4,5 or 6 strap harness as above)	FIA 8853/98[1] FIA 8854/98[1]	FIA up to 10 years[3]
			SFI 16.1 / 16.5	SFI[4]
			ECE / R16 04	R16 04 and AS/NZS 2596 have no specified expiry[5]
			AS/NZS 2596	
		3 strap (lap and diagonal)	NZTA accepted standards[6]	NZTA accepted standards have no specified expiry[5]

Notes:
1. *FIA Std 8854 relates to a 4-strap harness, whereas FIA Std 8853 relates to a 5-strap and a 6-strap harness. Refer to Schedule A Part Two Article 4.2 for specific detail of the FIA Std label information.*
2. *FIA Std 8853.2016 relates to a 6-strap harness that is also accepted in 7-strap, 8-strap and 9-strap configuration.*
3. *The FIA Std dictates a validity of five(5) years (as detailed on a label attached to each individual strap, although under this Schedule, up to an additional five(5) years, may be applied to the expiry date (dependent upon condition) providing a maximum of ten(10) years use. This allowance is not applicable to Championship Series (excepting ClubSport status Championships), or where detailed otherwise in Class Regulations.*
4. *SFI Std harnesses expire two(2) years from the date of manufacture. Harness labels produced prior to 31 Dec 2016 display manufacture date. From 01 Jan 2017 harness labels display validation expiry date.*
5. *ECE/R16 04, AS/NZS 2596 and all NZTA accepted standards have no stated expiry, hence regular inspection of the harness condition must be maintained.*
6. *The following standards are those accepted by NZTA and will be found on 3-strap lap and diagonal safety belts; NZS5401, AS2596, ADR, ECE16 / EEC16, BS AU 160, FMVSS 209, JIS D 4604.*

(2) **Approved Safety Harness Standards:** Examples of the following standards are detailed in Part Two Article 4 of this Schedule.

- **FIA** – FIA8853.2016
- **FIA** – FIA8853/98 or FIA8854/98
- **SFI** – Spec 16.1 or Spec 16.5
- **European Standard (R16)** – ECE / R16 04
- **Other Standards** – NZS 5401, AS2596, ADR, BS AU 160, FMVSS 209, or JIS D 4604

(3) **Safety Harness Use and Installation:** A safety harness must be used in its homologated or approved configuration without any modification or removal of parts, and in conformity with the manufacturer's instructions.

(4) **Safety Harness Expiry:** The validity periods detailed herein are subject to the harness being regularly inspected for signs of damage, wear or aging and remaining in good condition. Any harness showing signs of damage, wear or aging shall be deemed non-compliant:

(a) **FIA Standard:** Safety Harnesses may be used up to five(5) years after the validity date shown on the standards label under this Schedule. The safety harness shall be deemed to have expired if the expiry date on any label is no longer legible.

(b) **SFI Standard:** Safety Harnesses used in any Event may be used up to two(2) years from the date shown on the standard label, for labels produced prior to 31 December 2016. From 01 January 2017 harnesses may be used to the validation date as displayed on the label.

(c) **European Standard:** and Safety Harnesses manufactured to Other Standards – refer Part One Article 4.4(2) above, which have no specified expiry.

(5) **Safety Harness Validity:** FIA standard harness manufactured after 01 January 2013 (expiry date of 2018 or later) must display the FIA holographic sticker integral with the standards label on one(1) of the shoulder straps. For these harnesses the lack of the holographic sticker will invalidate the harness.

(6) **Safety Harness Installation (four(4) or more straps):** Harnesses with four(4) or more straps shall be installed either on the series production anchorage points or by creating

new anchorage points as per Part One Article 4.4(7):

(a) Shoulder straps shall:

(i) Be of equal length (ideally 300mm to 400mm to the wearers shoulder. Excessively long straps should be avoided), and

(ii) Respect the angles as described in Diagram 4.4(4) below. The maximum angles in relation to the centre line of the seat are 20º divergent or convergent, and

(iii) Not be modified in any way, including the attachment of elastic retractors / cords.

(b) Lap straps shall:

(i) Be worn over the hip joint region and under no circumstances shall they be worn over the abdomen, and

(ii) Pass through or above the side of the seat and respect the angles as described in Diagram 4.4(4) below.

(iii) Each lap strap should ideally be of a similar length and form similar angles.

(c) Crotch straps shall:

(i) Pass through the seat base, and

(ii) Be installed only where the harness is homologated in a 5-strap or 6-strap configuration, and

(iii) Be installed in compliance with the stated standard or as instructed by the harness manufacturer.

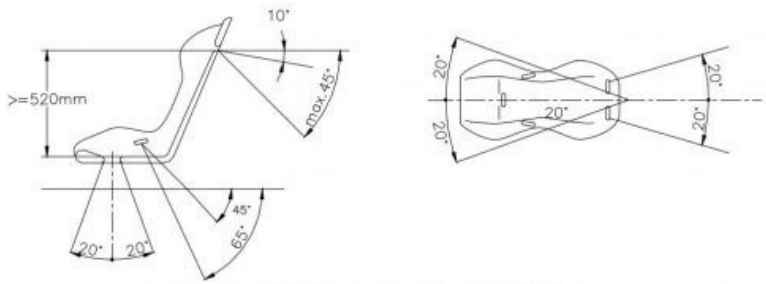


Diagram 4.4(4) Harness Strap Mounting Angles

(7) Anchorages: The series production (existing) anchorage points may be used or new anchorage points created as follows. Straps shall not anchor directly to the seat, its frame / runners, or share fasteners with any other components:

(a) Eyebolt (7/16”-20 UNF) fasteners shall be used for all vehicle types except for Single Seater vehicles where ISO 8.8 M8 fasteners are authorised, and

(b) Each lap and shoulder strap must have individual anchorage points, and

(c) For each new anchorage point created on the bodyshell, a steel reinforcement plate three(3)mm thick and with an area of at least 40cm²(64mm X 64mm) with radiused

corners, chamfered edges, and centrally located attachment hole that follows the panel surface shall be used. If the reinforcement plate is not welded to the bodyshell a counter-plate shall also be used, and

(d) For each new anchorage point created on the Safety Cage, the following methods of attachment are permitted:

(i) By looping the straps around a transverse (Safety Harness) bar homologated with the Safety Cage. It is advised to use a guide to prevent sideways movement. Additionally the straps may lean on an appropriately positioned transverse bar to enable the installation angles to be achieved, or

(ii) By eyebolts (7/16”-20 UNF) in combination with inserts welded in a transverse (Safety Harness) bar homologated with the Safety Cage (refer diagram 4.4(5) below), or

(iii) By eyebolts (7/16”-20 UNF) affixed to a flange consisting of a minimum 4mm thick steel plate, wrapped a minimum of 30% around the bar it is attached to, and

(e) A ‘stand alone’ harness bar (for vehicles not fitted with a safety rollbar or safety cage) for the attachment of safety harness shoulder straps, is authorised under the following conditions:

(i) The bar shall be transversely mounted between the rear wheel arches on a horizontal plane and in a position that provides adequate strength and ensures the (strap) angles comply with diagram 4.4(4).

(ii) The material specification of the bar shall comply with Schedule A, Part Two Article 5.2.

(iii) The bar may be directly welded to reinforcement plates or bolted to reinforcement plates in combination with footing plates.

(iv) Reinforcement plates of minimum three(3)mm thick steel plates and 120cm2 (per plate) shall be fully welded in full contact with the surface of the bodyshell.

(v) If the bar is to be dismountable, footing plates shall be welded to the ends of the bar which in turn shall be bolted to the reinforcement plates welded to the bodyshell using at least four(4) M8 x ISO 8.8 lock nuts and bolts at each end (refer Schedule A Part Two Diagram 5.5(3)).

(vi) The harness straps may be looped around the bar or inserts fitted as per diagram 4.4(5).

(vii) The bar shall have an inspection hole of three(3)mm accessible to verify the tube thickness and the bar shall be validated by a licenced Scrutineer in the vehicles’ logbook.

(viii) For use on public roads, the bar must be detailed on a LVV / MotorSport Authority Card (refer Part One Article 8.3).

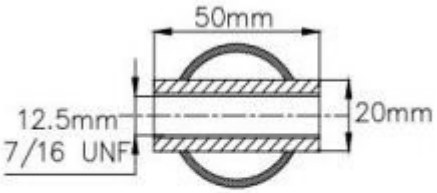


Diagram 4.4(5) - Eyebolt Insert

Recommendations:
1.*When not in use Safety Harnesses should be kept in a dry and dark environment, and*
2.*Where a Safety Harness has been subjected to a severe crash loading it should be replaced. Where appropriate the Chief Scrutineer should notate the Vehicle Logbook recommending that the Safety Harness be replaced.*
***Note**: It is recommended that where counter plates are used in combination with a reinforcement plate that the two pieces are also riveted together.*

4.5 Window Nets and Racing Nets:

(1) Window Nets:

(a) Are not considered mandatory under this Schedule except:

(i) Where the driver's side window or passengers side window (if carrying a passenger) side window is not in a closed position; or

(ii) If the window aperture adjacent to a seating position containing an occupant does not have a window.

(b) Where window nets are fitted, they shall comply with the following:

(i) Window nets shall close the window aperture to the steering wheel, and

(ii) Be approved to an SFI standard or FIA requirements having the following characteristics:

- Minimum width of the strips: 19mm,
- Minimum size of the meshes: 25 x 25mm,
- Maximum size of the meshes: 60 x 60mm, and

(c) Shall incorporate a 'quick release' system operable from both inside and outside the vehicle.

(2) Driver Racing Nets: Racing nets are not considered mandatory under this Schedule although where used shall be fitted in accordance with the manufacturers' instructions and incorporate a quick release system.

4.6 Safety Structures (Roll Protection):

(1) Safety Structures are classified as 'safety critical' hence must be designed, fabricated and maintained to the highest standards. A Rollbar or a Safety Cage may be fabricated in compliance with the requirements of either this Schedule or FIA Appendix J. The structure may be permanently welded or alternatively may be bolted to the vehicle. It is highly recommended that this work be undertaken by a MotorSport NZ Recognised Manufacturer.

For the design, construction requirements and material specifications refer to Part Two Article 5 of this Schedule.

Note: *Additional information and a list of MotorSport NZ Recognised Manufacturers may be found on the MotorSport NZ website – www.motorsport.org.nz*

(2) **Requirements:** A Safety Rollbar or a Safety Cage shall be fitted as per the following chart:

Safety Structure Requirements Chart			
EVENT TYPE	**VEHICLE TYPE**	**SAFETY CAGE**	**SAFETY ROLLBAR**
RACE	All Open Vehicles and Closed Vehicles (not road registered)	Optional	Mandatory
	Closed Vehicles (road registered) *Refer Note 1*	Optional	Optional (but recommended)
	All Vehicles exceeding 2000cc capacity competing in an Accredited Series	Mandatory	–
RALLY	All Vehicles	Mandatory	–
CLUBSPORT ADVANCED *(refer Notes 2 and 4)*	All Open Vehicles	Optional *(Refer note 2)*	Mandatory
	All Closed Vehicles	Optional *(Refer note 2)*	Optional (but recommended)
CLUBSPORT BASIC *(refer Notes 4 and 5)*	All Open Vehicles	Optional	Optional (but recommended)
	All Closed Vehicles	Optional	Optional

Notes:
1. *Road registered vehicles fitted with a Safety Cage shall require a MotorSport/LVV Authority Card to obtain a WOF. (Refer Part One Article 8 of this Schedule).*
2. *Unless specified otherwise within Appendix Five Schedule C, ClubSport Advanced Status Events.*
3. *A homologated Safety Cage is mandatory when carrying a passenger.*
4. *Event Supplementary Regulations may impose higher requirements than the minimum detailed above.*
5. *For road registered vehicles with a current WOF and licence a non-homologated safety rollbar is accepted for ClubSport Basic Status events.*

(3) **Certification Requirements:** Homologation by MotorSport NZ is the certification process for all safety rollbars and safety cages and is a mandatory requirement for all vehicles competing under this Schedule, except single-seater and sports racing cars with a MotorSport NZ logbook issued prior to 31 December 2010 and vehicles competing in ClubSport Basic Events as detailed in the Safety Structure Requirements Chart above. The homologation certificate must be contained in the centre of the vehicle's MotorSport NZ logbook.

(a) Application for homologation shall be made (on behalf of the vehicle owner) by the manufacturer / constructor of the safety structure.

(b) Detail of the application process may be found in Part Two Article 6 of this Schedule.

(c) On approval of any safety structure by MotorSport NZ, the applicant must arrange for an inspection of the structure by a senior Scrutineer or Technical Officer who will validate the certificate in the vehicle logbook.

(d) Each safety structure approved by MotorSport NZ will be issued with a safety structure serial number and a decal will be supplied which must be attached to the safety structure. Any safety structure not identified by a serial number will be deemed invalid.

(4) Homologation Validity and Safety Structures built to other regulations:

(a) Roll Protection Homologation previously issued by MotorSport NZ to regulations current at the time of certification shall remain valid, provided the structure remains in sound condition and compliant with either the original homologation certificate or any subsequent 'extension certificate' issued by MotorSport NZ.

(b) Safety structures fitted to overseas vehicles that are being permanently imported for use in New Zealand may be accepted for homologation by MotorSport NZ provided the following is achieved:

(i) MotorSport NZ Technical Department is contacted prior to importing the vehicle to ensure acceptance of the vehicle is possible, and

(ii) A certification document is obtained from the sporting authority (ASN) of the country that the vehicle has been imported from that details; the safety structure, the vehicle chassis number, the material specification, and the constructor details, and

(iii) A logbook from the overseas sporting authority (ASN) as proof that the vehicle has been accepted and used for competitions under prescribed safety regulations, and

(iv) The structure is inspected and the Roll Protection Form is signed by an authorised MotorSport NZ Roll Protection Advisor, and

(v) For vehicles imported from a country where safety cage certification is a requirement supporting documentation must be provided that details; the safety cage constructor, the material specifications, the regulations the structure was constructed to and verification that the vehicle has been accepted for use in competition by the relevant sporting body.

(vi) Any vehicle seeking approval under this Schedule that does not meet the criteria detailed above will be required to prove suitability through Alternative Design including material identification testing and engineering calculation. (Refer Part Two Article 5.7).

(5) Modifications and/or Repairs: Any modification and/or repairs to a homologated safety structure will invalidate the certification until an extension or repair homologation certificate is issued. The following procedures shall be followed:

(a) In the first instance contact the MotorSport NZ Technical Department relative to proposed changes and/or repair of a homologated safety structure, and

(b) Modifications and/or repairs may only be performed by the original constructor or with their written permission or as authorised by MotorSport NZ.

(6) **Protective padding:** shall be used on all members of the Safety structure that encroach on the occupant's head space (refer Diagram 4.6(6)) below). This padding shall be either:

- Non-flammable high-density energy-absorbing closed-cell foam (soft type) with a minimum wall thickness facing the occupants of 15mm, or
- FIA – 8857-2001* Standard padding (hard type), or
- SFI – 45.1 Specification padding (hard type).

Note: * *denotes padding also approved for International status Events.*

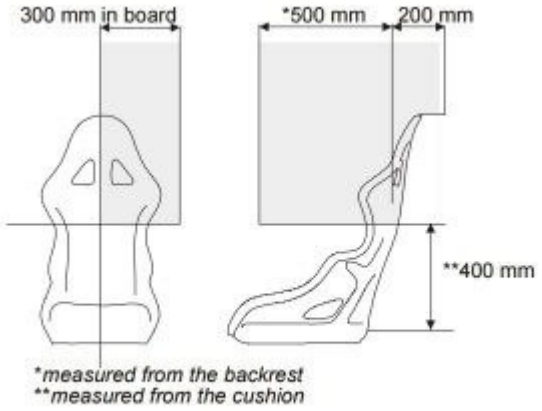


Diagram 4.6(6) – Mandatory Area Requiring Protective Padding

Additionally, it is recommended to fit protective padding where the occupant's bodies could come into contact with the safety cage. All padding shall be easily removable so that inspection of the Safety Cage is possible. The use of FIA8857-2001 / SFI 45.1 padding (hard type) shall be limited to the defined head space area only.

(7) Where any doubt may exist as to the requirements for Safety Structures, advice should be sought from the MotorSport NZ Technical Department.

4.7 Seating:

(1) **Requirements:** Seats shall:

(a) Be securely attached to the vehicle and adequately support the occupant(s) in competition, and

(b) Be installed in accordance with Part One Article 4.7(4), and

(c) Allow for the correct fitment / use of the Safety Harnesses.

(2) **Seat Types:** All of the following seat types are accepted under this Schedule:

(a) **Original Seat:** being a seat originally installed by the vehicle manufacturer to that particular vehicle model and type. All original seats shall comply:

(i) With the requirements of Part One Article 4.7(1)(a) and Article 4.7(1)(c).

(b) **Replacement Seat:** being a seat sourced from another vehicle or manufacturer and is not compliant with an FIA or SFI standard. All replacement seats shall:

(i) Comply with the requirements of Part One Article 4.7(1), and

(ii) Incorporate a head restraint, and

(iii) Have no provision for adjustment of the seat back angle unless sourced from another Series Production vehicle.

(iv) A 3 strap lap and diagonal harness shall only be used with a 'replacement seat' where all three straps maintain full contact with the occupants body

(c) **Competition Seat:** being a one(1) piece seat (with no provision for back rest adjustment), designed, constructed and tested to a standard published by the FIA or SFI. All competition seats shall:

(i) Comply with the requirements of Part One Article 4.7(1), and

(ii) Have a FIA or SFI standard/specification label, although the validity period of the applicable standard is not applied under this schedule.

(iii) Only 4 or more strap harnesses are authorised for use with a 'competition seat' or where the requirements of 4.7(2)(b) above cannot be met.

(3) **Recognised Seat Standards:** The following standards are those recognised for competition seats:

FIA:	FIA 8855-1992
	FIA 8855-1999*
	FIA 8862-2009*
SFI:	SFI 39.1
	SFI 39.2

Note: * *denotes seats also approved for use in International status Events.*

(4) **Seat Installation and Mountings:**

(a) Original seats may retain their original mounts and fasteners.

(b) All Replacement and Competition Seats shall be mounted to seat brackets using at least four(4) (two(2) in the front and two(2) in the rear), self locking ISO 8.8 M8 bolts.

(c) All Seat brackets shall mount directly to the bodyshell/chassis or fabricated frame in four(4) locations (front right/left and rear right/left) using at least four(4) self locking ISO 8.8 M8 bolts. Seat brackets shall have a minimum thickness of 3mm for steel or 5mm for aluminium.

(d) The Seat brackets and/or fabricated frame shall:

(i) Mount directly to the vehicle manufacturers' original seat mounting points, or

(ii) Have alternative mounting points fabricated, each incorporating a reinforcement plate measuring at least 40cm² x 3mm. If the reinforcement plate is not welded to the bodyshell a counter-plate shall also be used, or

(iii) Have transverse tube members incorporating inserts, (and effective 01 July 2023, with a minimum wall thickness of 2.5mm) used in combination with reinforcement plates measuring at least 40cm² x 3mm which may be welded or bolted to the bodyshell in accordance with 4.7(4)(d)(ii). These members may attach directly to the Safety Cage in which case they must be detailed on the Safety Cage homologation. Where one(1) of these members terminates, either on the Safety Cage or at a reinforcement plate, welding shall be carried out throughout the entire perimeter of the member.

(e) Adjustable (fore/aft) seat rails are authorised:

(i) where the original seat is retained, or

(ii) for Replacement Seats and Competition Seats, only where the authorised method of mounting as detailed in Part One Article 4.7(4)(d) above is impracticable, in which case a secure locking method is required on both rails.

Recommendations:
1. *The use of seats manufactured to one(1) of the standards listed in Part One Article 4.7(3) is highly recommended.*
2. *The use of adjustable (fore / aft) seat rails are not recommended for replacement or competition seats where it is practical to use an alternative approved mounting method.*
3. *Selecting the correct seat size for the occupant is critical in ensuring the highest degree of safety.*
Note: *It is recommended that where counter plates are used in combination with a reinforcement plate that the two pieces are also riveted together*.

4.8 Fire extinguishers:

(1) Requirements: A fire extinguisher shall be fitted as per the following chart:

Fire Extinguisher Requirements Chart					
EVENT TYPE	**APPROVED EXTINGUISHANT**	**TYPE**	**MINIMUM QUANTITY**	**MINIMUM FIRE RATING**	**SERVICE / VALIDITY**
Race and ClubSport Events except for: Autocrosses, Standing Sprints, Motorkhanas, Competitor Coaching and Sporting Trials	Powder BE or ABE *(refer Note 3)*	Stored pressure with gauge *(refer Note 1)*	0.9kg	5 B	6 Years *(refer Note 2)*
	Foam AFFF / AR-ARFF / AR-FFFR		1.0litre	5 B	As per manufacturer's instructions
Rally / Targa Events	Powder BE or ABE *(refer Note 3)*	Stored pressure with gauge *(refer Note 1)*	2.0kg	20 B	6 Years *(refer Note 2)*
	Foam AFFF / AR-ARFF / AR-FFFR		2.4litres	20 B	As per manufacturer's instructions
Any	Foam AFFF / AR-ARFF / AR-FFFR	Plumbed-in System	2.2litres	N/A	As per manufacturer's instructions *(refer Note 5)*
Rally FIA Groups	Mandatory compliance with FIA Appendix J *(refer Note 4)*				

Notes:
1. *All extinguishers must have a pressure gauge. The indicator must indicate in the operable range (usually a green sector on the gauge).*
2. *All extinguishers must be checked on a regular basis by the vehicle owner / competitor to ensure contents pressure and approximate weight requirements are met.*
3. *Dry Powder extinguishers should be agitated from time to time to ensure the powder has not compacted.*
4. *For information on FIA Homologated Plumbed-in Fire Extinguisher Systems refer to FIA Appendix J Art. 253-7 and FIA Technical List No.16 for homologated systems.*
5. *Plumbed-in extinguishers shall respect the service / validity period displayed on the service label. Servicing of the extinguisher shall only be performed by an agent authorised to service that equipment*

(2) Specific Vehicle Requirements:

(a) All vehicles competing in a rally or rallysprint shall have a hand-held fire extinguisher as detailed in the Fire Extinguisher Requirements Chart. Additionally, a commercially available plumbed-in system is optional.

(b) All other vehicles shall have either, a hand-held extinguisher or a commercially available plumbed-in extinguisher system installed in compliance with this Article.

(3) Mounting / Location: Extinguishers shall be installed in accordance with the following:

(a) For hand-held extinguishers, a metal retaining system, incorporating a minimum of two(2) quick-release metal straps, secured to the structure of the vehicle by a minimum of two(2) self locking ISO 8.8 M6 bolts with panel washers is required. All hand-held extinguishers shall be positioned within easy reach of the occupant/s while in their normally seated position (not mandatory for Single Seater vehicles).

(b) For plumbed-in systems, each storage cylinder shall be installed with a minimum of two(2) metal straps and four(4) self locking ISO 8.8 M6 bolts with panel washers or in accordance with the manufacturers mounting instructions. The occupant(s) shall be able to trigger the extinguisher system while in their normally seated position. For closed vehicles, an external triggering device located at the base of the windscreen may also be fitted, and

(c) Extinguishers shall be mounted so the gauge is visible at all times.

(4) Service / validity requirements:

(a) Plumbed-in extinguishers shall be serviced as per the manufacturer's instructions. The service must be performed by an authorised agent for that manufacturer. A valid service certificate shall be attached to the extinguisher at all times.

(b) Hand-held extinguishers shall respect the validity date stamped on the vessel (dry powder), or have been serviced as per the manufacturer's instructions and exhibit a valid service label (foam AFFF / AR-ARFF / AR-FFFR).

(5) General requirements:

(a) All extinguishers shall be fitted with a pressure gauge which shall indicate in the operable range, and

(b)
For plumbed-in systems all triggering cables / wiring shall be in good condition, and

(c) For plumbed-in systems the discharge nozzles shall be positioned as per the manufacturer's instructions and in the appropriate orientation, and

(d) For plumbed-in systems all tubing / lines shall be metal (no plastic, rubber) and be adequately secured, and

(e) It is the competitor's responsibility to ensure that the plumbed-in system is 'armed' prior to commencing competition, and

(f) For plumbed-in systems if an external triggering mechanism is installed its location shall be clearly identified. (refer diagram below).

Recommendations:
1. *It is recommended that where a plumbed-in system is installed a hand-held extinguisher is also installed in compliance with this Article*.
2. *For plumbed-in systems where there is a 'system test' function it is recommended that Scrutineers engage one of the crew to perform this test.*
Note: *It remains the competitor's responsibility to provide any documentation or proof that the extinguisher and/or its installation complies with the manufacturer's instructions.*

4.9 Wheels and Tyres:

(1) Wheel Requirements:

(a) On all vehicles, except Single Seater, the upper part of the wheel including tyre located above the wheel hub centre must be covered by the bodywork when measured vertically.

(b) All wheels, including spares, and the fastening systems, shall be in good condition, free from cracking or other structural defects/damage.

(c) Where fitted, only one(1) wheel spacer/adapter (per wheel) is permitted, manufactured in a single piece, of maximum thickness 25mm and a diameter not less than the mating hub diameter. The use of high tensile wheel studs is recommended when using wheel spacers.

(d) All wheel trims and covers shall be removed.

(e) All wheels, both steel and Aluminium alloy, may only be modified in accordance with the wheel manufacturer's instructions.

(2) Tyre Type:

(a) Tyre types are defined in Part One Article 2 of this Schedule and are classified as follows:

(i) Road Tyre, or

(ii) Treaded Tyre, or

(iii) Slick Tyre, or

(iv) Wet Tyre.

(3) Tyre Requirements:

(a) All tyres shall be in good condition with no obvious damage, and

(i) Shall be appropriately speed rated for the vehicle, and

(ii) Correctly fitted (orientation) to wheel rims that are dimensionally suitable for the tyre, and

(iii) Have grooves cut as permitted by the tyre manufacturer and no deeper than the original tread groove depth, and

(iv) Have no studs fitted.

(b) All Treaded/ Wet tyres shall have a minimum tread groove depth of 1.5mm as defined by the manufacturers tread depth indicators within all grooves around the entire circumference of the tyres road contact surface.

(c) All Slick tyres shall be restricted for use at Events held on permanent circuits, or Events where they are specifically authorised in the Event Supplementary Regulations which have been approved by MotorSport NZ.

(d) Space saver tyres and tyre pressure control valves are not permitted.

4.10 Braking System:

(1) Requirements: The brakes shall:

(a) Provide consistent braking action to all road wheels, and

(b) Have no components that are defective, loose, excessively worn or damaged in a way that could affect braking performance, and

(c) Have no creep or spongy feel to the pedal, and

(d) Have clean hydraulic fluid and no leaks, and

(e) Rigid brake lines shall be constructed of metal tubing (pure copper tubing is not authorised), and

(f) Flexible brake lines* shall be of adequate length and correctly installed so that contact against other components will not occur, and

Note: **Refer to Part One Article 8 of this Schedule for additional requirements for road registered vehicles.*

(g) not restrict the braking effort on each axle to less than 25% of the total braking effort through the use of brake balance adjusters*, and

(h) Have an efficient hand brake; which is mandatory when a single circuit braking system is fitted and optional where a dual circuit braking system is fitted.

Note: **Refer to Part One Article 8 of this Schedule for additional requirements for road registered vehicles.*

(2) **Hydraulic Handbrake Assembly**: A hydraulic handbrake assembly may be installed and shall:

(a) Be securely attached to the vehicles structure taking account of the loadings and stresses that may be applied, and

(b) Be free of sharp or jagged edges and mounted in a location that poses no danger to the occupants, and

(c) Be plumbed independently of the vehicles main braking system, or if it is plumbed integral with the main braking system the installation and operation of the hydraulic handbrake shall not adversely affect the main braking system, and

(d) Contain a mechanical stop, in addition to the master cylinder circlip, capable of preventing main brake system pressure forcing the master cylinder piston from the master cylinder.

4.11 Steering and Suspension Systems:

(1) The main components of the steering and suspension system include: steering rack/box, steering wheels, hubs, kingpins/ball joints, bearings, bushes, linkages, springs and dampers.

(2) **Requirements:** These systems shall:

(a) Provide a smooth steering action without tightness, roughness or excessive freeplay, and

(b) Have no components that are loose, excessively worn, or damaged, and

(c) All Dedicated Motorsport Vehicles shall have the steering column lock disabled or removed except for Series Production Vehicles with a valid licencing and WOF that are in possession of a current MotorSport NZ /LVV Authority Card.

(d) Replacement Steering Wheels may be either a Series Production steering wheel sourced from a mass-produced vehicle or an after-market steering wheel manufactured by a reputable steering wheel manufacturer.

(3) **Repairs and/or Modifications:** Any steering or suspension component subjected to welding or heating processes shall comply with the following:

(a) Welding shall be limited to the MIG or TIG inert gas process and may not be altered in appearance in any way, and

(b) Any welded and/or heated components shall be certified by either:

(i) Non-destructive testing in compliance with AS/NZS 1554.1:2004 Standard (Tables 6.1 or 6.2) by a current NDT Level 2 (including CBIP, ASNT, AINDT) qualified technician, or

(ii) Under LVVTA certification for modified suspension and steering, and

(c) A test report verifying compliance with these requirements shall be presented if/when requested by a Scrutineer.

4.12 Fuel Tanks, Fillers, Lines and Pumps:

(1) Requirements: All tanks, fillers, lines and pumps shall comply with the following requirements:

(a) All fuel tanks (including swirl pots and filters), fillers and pumps shall be isolated from the cockpit by a flameproof bulkhead or compartment, and

(b) The total vehicle storage capacity (all tanks) shall be limited to a maximum of 120Litres, and

(c) All tanks shall be securely mounted / retained within the confines of the bodywork, positioned so that they are protected during any impact, and

(d) Fuel fillers shall have a secure cap(s) that will prevent spillage, and be fitted on the outside of the bodyshell unless specifically designed for interior use, in which case shall have an externally drained spillage collar around the filler neck.

(e) Fuel tanks shall vent to the exterior of the vehicle and vents should include a gravity activated roll-over valve, and

(f) Fuel pumps shall only operate when the engine ignition is switched on, and

(g) Fuel shall only be carried in suitable tubing / hose, and

(h) Where fuel lines pass through the cockpit metal tubing or hose with either an outer or internal metal braiding shall be used and any joins in the fuel line shall be made with industry quality threaded connectors.

(2) Fuel Tank Recognised Standards:

FIA:	FT3 1999*
	FT3.5*
	FT5*
SFI:	28.1
	28.2
	32.1

Notes:
1. ***** *denotes fuel tanks also approved for use in International status Events provided the expiry date has not been exceeded.*
2. *Where a time limitation is part of the fuel tank standard it is not applied under this Schedule. These fuel tanks should be thoroughly inspected on a regular basis for signs of chafing, damage or aging that may affect their performance in service.*

(3) Fuel Tank Types: The following types of fuel tank are authorised:

(a) Series Production fuel tank (as fitted by original vehicle manufacturer), or

(b) Safety Fuel tanks in compliance with a recognised standard, or

(c) Fabricated fuel tanks provided the following requirements are met:

(i) The tank is professionally constructed, and

(ii) The tank is internally baffled and/or contains foam (ideally to MIL-B-83054B specification), and

(iii) All fabricated tanks manufactured after 1 January 2016 shall have a certificate of compliance and identification sticker attached to the tank, issued by the manufacturer or a testing authority detailing; the tank series/individual serial number, the material specification (minimum 1.6mm for aluminium or 1.0mm for stainless steel), the welding process and evidence that the tank has been subjected to a hydrostatic leak test at 50kPa gauge (7.25lbs/ins). Further information may be found on the MotorSport NZ website.

(iv) For existing tanks fabricated prior to 1 January 2016, that are in compliance with (i) and (ii) above, identification, inspection and a logbook notation shall be required by a licenced Scrutineer / Technical Officer, or the requirements of (iii) above shall apply.

5. Safety Non Critical Items:

5.1 Engine, Transmission and Ancillaries:

(1) **General requirements:** The engine, transmission and ancillary components shall be kept clean and free of significant fluid leaks, and at all times be firmly secured to the vehicle chassis on mechanically sound mountings.

(2) A fail-safe throttle mechanism shall be fitted, so that a failure in any part of the mechanism results in immediate throttle closure. Vehicles fitted with original equipment electronic throttle control are exempt from this requirement.

(3) A starter motor shall be fitted, able to be operated by the driver when normally seated and capable of starting the engine by means of an onboard energy source.

(4) A Reverse gear shall be fitted, able to be operated by the Driver when normally seated throughout an Event.

(5) An external oil breather tank (Oil catch tank) shall be fitted to engines with open circuit crankcase breathing systems as follows:

(a) Engines up to 2000cc (uncorrected) shall have a tank of at least one(1) litre capacity, and

(b) Engines over 2000cc (uncorrected) shall have a tank of at least two(2) litre capacity, and

(c) All such tanks shall be constructed of suitable materials that maintain their shape/capacity at all times.

5.2 Exhaust system:

(1) General Requirements: All vehicles shall be fitted with an efficient and effective exhaust system that:

(a) Ensures noise emissions do not exceed 95dBA (refer Part One Article 3.8), and

(b) Is securely mounted to the vehicle, and

(c) Is isolated from the cockpit, either beneath the floor or surrounded by gas tight ducting, and

(d) Ensures all exhaust gases exit the perimeter of the vehicle behind the mid-point of the wheelbase except where an allowance is granted by MotorSport NZ and noted in the vehicle's MotorSport NZ Logbook.

(e) Turbo wastegate pipes shall exit the vehicle as per Article 5.2(d) above

(f) Does not protrude more than 150mm beyond the bodywork.

5.3 Service Fluid Lines:

(1) General Requirements: All vehicles shall be fitted with lines (tubing and hoses) that are suitable for the specific fluid (fuel, oils, coolant and brake) being carried, and

(a) Connections shall be made using series fittings or industry quality threaded connectors, however, push-fit connectors may be used where they have been specifically designed for these applications, and

(b) Flexible hoses shall be used to join components of a fluid system where movement exists between them, and

(c) No fluid may be carried in or pass through tubes comprising part of the chassis or Safety Cage.

(2) Lines Located in the Cockpit: All lines may be routed through the cockpit although this is not recommended for lubricating oils and/or coolants. The following conditions apply:

(a) Fuel and brake lines shall be appropriately rated, be metal (pure copper tube is not authorised for brake lines) or have a metal outer braiding and all joins shall be of a threaded or crimped industry quality type; and

(b) Fluid lines that carry coolant or oil shall:

(i) Be metal or if they are non-metallic have internal or external metal braiding, and

(ii) All joins shall have industry quality threaded connectors, and

(iii) Have a minimum burst pressure of 70bar (1000psi), and

(iv) Have a minimum peak operating temperature of 135°C (275°F) for coolant or 232°C (450°F) for oil, and

(c) Breather lines shall be constructed from a material compatible with the system fluid, and

(d) All lines shall be adequately located / shielded to avoid damage.

Note: *It is recommended to use threaded connectors where lines pass through bulkheads.*

5.4 Electrical System:

(1) General Requirements: Any vehicle incorporating an electrical system which may run at a voltage in excess of 60V, excluding ignition systems, shall display a warning sign as per Diagram 5.4 adjacent to the vehicle competition number.

Diagram 5.4 High Voltage external Marking

(2) Ignition Switch / Circuit Breaker (Kill Switch): All vehicles shall be fitted with a spark proof ignition switch/circuit breaker as follows:

(a) It shall be capable of breaking all circuits that keep the engine running, including the ignition, fuel pump and alternator, and

(b) Series Production vehicles may retain the use of the original ignition switch where it meets all of the above requirements in (a), and

(c) Where the Series Production ignition switch is not used, one shall be positioned within reach of the occupant(s) (both) while in their normally seated position with harnesses worn.

(d) The ignition switch/circuit breaker shall be clearly identified (refer Diagram 5.4(1) below) except where the Series Production ignition switch is retained.

(e) For Closed Dedicated Motorsport Vehicles competing in Race Events, an external ignition switch/circuit breaker shall be fitted, located near the bottom of the windscreen. It shall be marked by a red spark in a white edged blue triangle with a

base of at least 120mm (refer Diagram 5.4(1) below).

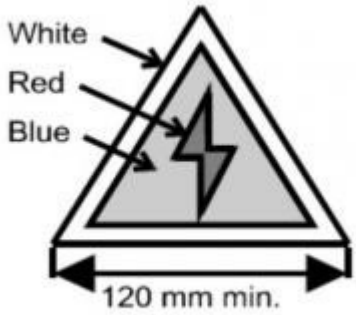


Diagram 5.4(1) - Circuit Breaker External Marking

5.5 **Batteries:** Are defined as follows:

- **'Sealed Battery'** means a type that can be mounted and operate in any orientation without leakage, spillage or detriment to the battery, or
- **'Non-Sealed Battery'** means a type designed to be mounted and operate in one orientation only, where if it was mounted in any other orientation leakage, spillage or detriment to the battery could result.

(1) For all batteries the live terminal shall be completely insulated, and

(2) For Series Production Vehicles the following applies:

(a) Where the original position and battery size/type is retained the original attachment method remains acceptable under this Schedule, or

(b) Where the original mounting position and/or battery size/type is changed the requirements of Part One Article 5.5(3) apply, or

(c) Where the original battery is located within the cockpit area and the interior is modified such that the battery is exposed Part One Article 5.5(3) shall apply.

(3) For vehicles other than Series Production vehicles and for those detailed in Part One Article 5.5(2)(c) above, the battery shall:

(a) Be mounted on a flat base, and

(b) Be securely retained by metal bracket / straps (insulated from the live terminal) that provide a positive location in all planes, attached with a minimum of four(4) M6 ISO 8.8 standard fixations or equivalent in combination with counter plates, or

(c) Alternatively, may be securely retained using a retention method that can be proven to withstand a force up to 25G.

(4) Specifically, where a 'non-sealed' battery is installed in the cockpit:

(a) It shall be secured as per Part One Article 5.5(3) above, and

(b) It shall be contained in a leak/fume proof container, independently attached and vented to the exterior of the cockpit.

(5) Where Lithium-Ion (Li-Ion) batteries are used as the main vehicle battery the following shall apply:

(a) The vehicle shall carry an external marking as detailed in Diagram 5.5 positioned adjacent to the competition number, and

(b) The battery must carry the appropriate disposal markings.

Note: *Care must be exercised to ensure that no rapid charging or discharging of the battery can occur that could instigate exothermic reaction within the battery.*

Diagram 5.5 Li-Ion Marking

Recommendation: *Where the battery is installed in the cockpit, the use of a 'sealed' [type] battery is highly recommended***.**

5.6 Lighting Systems:

(1) **Brake lights:** shall be fitted to all vehicles except Single Seater cars and shall be:

(a) Rear facing maintained in good working order, and

(b) Emit a red light of at least 21watts (each lamp) or equivalent LED.

(2) Rear Lights / Rain Lights: shall be fitted as follows:

(a) For all circuit events all vehicles shall be fitted with either their fully operational Series Production rear lights in good working order, or red rear light/s that are;

(i) At least 15watts (each lamp), or equivalent LED, and

(ii) Clearly visible from the rear, and

(iii) Robust enough to operate throughout any event entered, and

(iv) Mounted within 100mm of the vehicles centre-line (except where more than one(1) lamp is fitted), and

(v) Able to be switched on by the Driver in their seated position.

(b) For vehicles used on public roads all rear lights / rain lights must maintain constant illumination.

Recommendation: *It is recommended that where possible 21watt lamps, or equivalent or higher LED lights are used.*

5.7 **Wiring:** All wiring shall be in good condition, with adequate protection, be securely attached, and have all live terminals sufficiently insulated.

5.8 **Chassis, Bodyshell and Exterior Appearance:** The vehicle's chassis and bodyshell shall be:

(1) Neatly designed, complete and finished without temporary elements to a professional standard, and

(2) Be free of sharp edges, cracking, excessive corrosion, and

(3) Prevent the entry of exhaust gases into the cockpit, and

(4) Vehicles fitted with mudguards; the guard shall cover the tyre tread for at least one third (1/3) of its upper circumference. (Refer diagram 5.8 below).

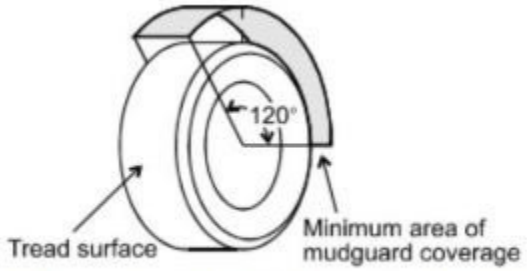


Diagram 5.8 - Minimum Tyre Tread Coverage

5.8.1 **Composite / Carbon-Fibre Chassis and Structural Component Repairs:** Any repairs to the survival cell, nose crash structure, side crash structures or tail crash structure shall be carried out in accordance with the manufacturer's specifications, in a repair facility approved by the manufacturer.

5.9 **Engine Bonnets / Covers:**

(1) Shall be attached using either:

(a) At least two(2) hinges in conjunction with either a two(2) stage fail-safe catch, or at least two(2) metal locking pins located in each non-hinged corner, or

(b) At least four(4) metal locking pins (one located in each corner).

(c) If both a catch and locking pins are used then an external release for the catch shall be fitted and be clearly marked.

(2) Have any rear facing vents baffled (eg. Fine mesh gauze / open cell air filter foam, internal deflector plate), except where vents are as per the original Series Production Vehicle specification.

5.10 **Doors:** Shall comply with the following:

(1) Closed Vehicles shall have a door on each side, with hinges and easily identifiable latches arranged for easy opening from inside and out, except where specifically authorised by MotorSport NZ as detailed in the vehicles MotorSport NZ logbook, and

(2) All vehicles shall have internal door trim panels or suitable replacement panels fitted adjacent to the occupant seating position, that cover the internal door aperture and any exposed edges.

(3) Series Production vehicles where the door structure has been modified including the removal of manufacturer installed protection bars shall have side intrusion bars homologated with the Safety Cage or shall have high density foam / energy absorbing core added to the door cavity.

5.11 **Windows:** shall meet the following requirements:

(1) Vehicles with provision for windows shall have all of them fitted, and

(2) All windows shall be free of scratching or significant cracks, and

(3) The front windscreen shall have an effective method of demisting, either by ducting of air, hot wire elements, or have an anti-fogging coating applied, and

(4) **Plastic windows:** of a polycarbonate or acrylic material are authorised under the following conditions:

(a) The front windscreen shall have a thickness of at least 4.5mm and a centrally located internal vertical metal support strap, and

(b) The side windows shall have a thickness of at least 3.0mm, and

(c) The rear window shall have a thickness of at least 3.0mm and at least two(2) evenly spaced external vertical metal support straps unless the material thickness exceeds 5.0mm or the material is bonded to the window aperture utilising an industry standard adhesive, and

(d) The metal support straps shall be at least 3.0mm x 25.0mm and be securely fastened at each end to the bodyshell, and

(e) All windows shall be fitted as per their original mounting method or adequately secured to the vehicle.

Recommendations:
1. *It is recommended that side windows adjacent to any occupant should be able to be easily removed (without the use of tools) for easy egress.*
2. *It is recommended wherever possible to use Mar Resistant / Abrasion Resistant materials to ensure satisfactory performance and longevity.*

Note: *Additional requirements apply to road registered vehicles, refer Part One Article 8.3(6)(f)*

(5) The use of tinted glass / plastic windows and or tint / safety film is authorised, provided that the visible light transmittance (VLT) is not reduced below 35% for side and rear windows and 70% for windscreens.

(6) **Decals and Stickers and Overlays:** May only be applied to windows where they do not unduly affect the driver's vision. Specifically, the following conditions apply:

(a) Directly applied to the:

(i) Front windscreen shall be limited to a maximum of 200mm from the top of the visible opening (excluding any anti-glare band overlays),

(ii) Rear window shall be limited to a maximum of 100mm from the top or alternatively from the bottom of the visible opening,

(iii) Rear side windows shall be limited to competition numbers and competitor names, and/or

(b) As authorised under Part One Article 6.2 of the Schedule, and/or

(c) Where specified by Series Regulations as authorised by MotorSport NZ.

(d) Additionally a transparent overlay (tint film) may be applied to all side and rear windows provided the overall light transmittance is not reduced to below 35%.

Note: *Road registered vehicles must comply with the glazing requirements of the VIRM (refer Part One Article 8).*

(7) Windscreen Wiper/s capable of clearing the front windscreen of water at all vehicle speeds shall be fitted to vehicles with a full height windscreen.

5.12 **Rear vision mirrors:** shall each have a reflective surface of at least 50cm2. The minimum requirements are as follows;

(1) Single Seater and Sports Racing Cars shall be fitted with two(2) rear vision mirrors.

(2) All other vehicles shall be fitted with at least one(1) rear vision mirror, mounted so that the driver has visibility to the rear and both sides of the vehicle.

5.13 **Aerodynamic Devices:** Any part of the vehicle that has an aerodynamic influence on stability shall be mounted on the entirely sprung part of the vehicle, be firmly affixed and not exceed the following limits:

(1) Single Seater:

- Height (max): 840mm above the ground.
- Width (max): 1100mm behind the front wheels (fuel tanks excepted).
- 1500mm ahead of and below the top of the front wheel rims.
- 1000mm ahead of and above the top of the front wheel rims.

(2) Sports Racing Cars:

(a) Front:

- Height (max): Top of wheel rims,
- Width (max): width of bodywork,
- Length: No more than 200mm forward of the original bodywork.

(b) Rear:

- Height (max): 840mm above the ground,
- Width (max): width of bodywork,
- Length: No more than 400mm rearward of the original bodywork.

(3) All other vehicles:

(a) Front:

- Height (min): bottom of wheel rims, or as per manufacturer's installed front bodywork,

- Height (max): Top of wheel rims,
- Width (max): no more than 50mm wider than the front wheel rim outer surface measured at axle height,
- Length: spoiler shall not extend more than 200mm forward of the original bodywork.

(4) Rear:

- Height (min): bottom of wheel rims,
- Height (max): 100mm above the vehicle roofline (Sports Cars measured from the top of the full height windscreen),
- Width (max): no more than 50mm wider than the rear wheel rim outer surface measured at axle height,
- Length: no more than 400mm rearward of the original bodywork.

5.14 Vehicle Cockpit: The cockpit shall be constructed and maintained to ensure the following:

(1) The Occupants are able to exit the vehicle within seven(7) seconds from their normal seated position in race trim (all safety equipment worn/fitted), and

(2) A tidy and finished appearance is maintained without sharp edges, and

(3) The floor is complete with strong covers that totally isolate all moving parts, and

(4) All service lines are in compliance with Part One Article 5.3(2) and vessels containing oils or coolant are adequately secured and externally vented, and

(5) All electrical cables are adequately secured and protected from abrasion, particularly where they pass through bulkheads, and

(6) For Open Vehicles, any passenger seat (tonneau) covers are flexible, unless they form part of the chassis.

5.15 Towing Eyes: Purpose Built and Dedicated Vehicles (except for single seaters) shall be equipped with front and rear towing-eyes as follows:

(1) Have a load rating of not less than the gross vehicle weight, and

(2) Have a minimum internal hole diameter of 40mm, and

(3) Are coloured yellow, red or orange, and

(4) Where not clearly visible, have their position clearly indicated by the word ‘TOW’ or an arrow in yellow, red or orange.

6. Non Safety Items:

6.1 Ballast: It is permitted to complete the weight of the vehicle by one(1) or several ballasts provided that they are unitary blocks secured to the floor of the cockpit. A minimum of M10 ISO 8.8 specification bolt per 10kg or part thereof shall be used in combination with counter plates of at least 75mm x 50mm x 3mm.

6.2 Competition Numbers: are required to make identification of vehicles easy for officials and shall comply with the following requirements unless specified in the Championship or Sanctioned Series Articles or Event Supplementary Regulations:

(1) For all cars competition numbers shall be displayed on each side of the vehicle and:

(a) Be displayed in a durable manner and of a minimum size of 230mm high with a stroke width of 38mm, and

(b) Be in a plain font on a contrasting background clear of graphics or signage that extends at least 50mm beyond the outline of the numbers, and

(c) Be displayed alongside the cockpit, and

(d) Contain a maximum of three(3) digits.

(2) For single seater and sports racing cars a forward facing number respecting the dimensions in Article 6.2(1)(a) above shall be displayed on the nose cone.

(3) For circuit based events closed vehicles and sports cars shall display a competition number on the top corner of the windscreen 150mm high with a stroke width of 20mm minimum.

(4) **Non-compliance and Protests:** Where a vehicle does not conform to the above requirements, the Organisers will not be responsible to furnish lap times or correct the placing of a vehicle in the official results. Additionally, protests shall not be lodged or accepted on the conformity of Competition numbers.

6.3 Transmitting Devices:

(1) **Timing Transponders:** The use of timing transponders is not mandatory but where authorised in Supplementary Regulations the following shall apply:

(a) Unless otherwise stated the transponder shall be mounted securely on:

(i) For single seaters, shall be fitted to the bodywork rearward of the front axle centre line by up to a maximum of 100mm and within 200mm off the ground

(ii) For saloon cars, shall be fitted to the inner guard rearward of the front axle centre line by up to a maximum of 200mm and within 500mm off the ground.

(iii) The transponder shall have a clear view to the track with no metal or carbon fibre beneath it.

(iv) (Ensure that these cannot make contact with either the wheel assembly or the ground.

(2) **Radio transmitters:** All radio transmitters used at Events shall be licensed as required under the Radio Communications (Radio) Regulations 1993. Information and licences can be obtained from Ministry of Commerce Radio Operations Regional Field Offices.

6.4 Cameras: All cameras fitted in or on a competing vehicle shall:

(1) be of an appropriate type and size,

(2) be securely mounted preferably using a mechanical means of attachment sufficiently robust to withstand vibration and stresses. Where suction mounts are used there must be a secure independent tether in addition.

(3) not obstruct or interfere with the operation of any mandatory equipment,

(4) cameras and their installation are always subject to the satisfaction of the appointed scrutineer.

Recommendation: *miniature sports type cameras are the preferred type.*

7. Rally Vehicles – Additional Requirements:

7.1 Safety Critical Items:

(1) **Fuel, Oil and Brake lines and Brake cables:** fitted externally to the vehicle shall be protected from damage. Internal lines shall be protected from accidental damage.

(2) **First Aid Kit:** shall be carried in each competing vehicle.

(a) The kit shall;

(i) Be housed in a robust container, and

(ii) Be readily accessible within the confines of the Safety Cage, and

(iii) Be able to be easily removed from the vehicle.

(b) The kit shall contain all items as detailed in Part Two Article 7 of this Schedule.

(c) The contents of the first aid kit are not required to be inspected during audit scrutineering provided that the kit:

(i) Is identified as having been supplied by St John or a Registered Chemist, and

(ii) Has a list of items that is externally visible, and

(iii) Is sealed in clear plastic which is intact, and

(iv) Which has not exceeded the expiry date.

(3) **Safety (Warning) triangle(s):** A standards compliant (ECE-R27) triangle shall be carried in all competing vehicles. It shall be of free standing design and shall be located within the driving compartment and easily accessible.

(4) **Emergency Sign (SOS / OK):** An emergency sign (SOS/OK) shall be carried in all competing vehicles (additional to that provided in the Road Book). It is to be located within the driving compartment and easily accessible. The emergency sign shall comply with the following:

(a) Be of A4 size, the letters SOS in Red on one side, and the letters OK in green on the other side, both sides on a white background.

(b) Letters shall be of a size that fills the A4 page and use a plain font.

(c) Be weatherproof, ie. laminated, printed corflute or similar.

Note: *refer also to Appendix 3 Schedule R Addendum R 6 and R 7.*

(5) **RallySafe:** where used shall comply with the following:

(a) **RallySafe Display Unit:** shall be securely mounted to withstand significant impact within the occupants unobstructed area of vision.

(b) **RallySafe 12v Power Supply:**

(i) The yellow power cable must be wired directly to the vehicle battery separate from the ignition switch and the isolator switch to ensure the unit remains powered at all times including in case of accident. It is recommended that a 5amp fuse is installed in the yellow power cable.

(ii) The black earth cable must be grounded to earth.

(iii) The grey, blue and white wires must be configured and insulated to avoid shorting.

(iv) There must be at least 300mm of free cable at the display unit end to allow for connecting to and positioning of the display unit.

(c) **RallySafe Antennas:** The location and mounting of antennas is critical to the system performance. The correct location of antennas shall take priority over other systems.

(i) A permanent bolt-on (preferred) or temporary stick-on external roof mounted antenna is required. The antenna shall be securely mounted on the exterior of the roof in a central position.

(ii) The internal Wi-Fi antenna shall be installed vertically inside the vehicle, facing either up or down, at least 200mm clear of safety cage members or any obstructions.

(d) **Cables, leads and wiring:** shall be installed as follows:

(i) Antenna leads shall not be coiled anywhere along their length.

(ii) Leads shall be free of cuts or crushing.

(iii) Leads must not be secured between the safety cage and the bodyshell.

(iv) For the temporary stick-on antenna the lead must be checked to ensure there is no crushing where it passes through any door / window opening.

(v) There must be at least 300mm of free cable at the display unit end to allow for connecting to and positioning of the display unit.

(6) **Harness cutters:** shall be installed for each seating position within easy reach of the occupants in their normal seated position.

7.2 Safety Non-Critical Items:

(1) Transverse Mudflaps: shall be fitted to all competing vehicles that cover the whole width / height of the wheel / tyre, for the rear and the driving wheels (FWD) when viewed from the rear of the vehicle. Not mandatory for vehicles competing in solely tarmac Events. The mudflaps shall;

(a) Be in place at the commencement of the first special stage and following every service, and

(b) Have a ground clearance of 50mm to 100mm when the vehicle is stationary, and

(c) Must maintain function and operation at all times.

Recommendation: *A minimum thickness of 4mm is recommended for flexible material.*

(2) **Tow rope:** All competing vehicles shall carry a tow rope.

(3) **Spare Wheels / Tyres:** A maximum of two(2) spare wheels may be carried in the competing vehicle. All spare wheels shall be securely fastened to the vehicle structure as follows:

(a) Bolted through the wheel centre utilising at least an M10 ISO 8.8 specification bolt (per wheel) in combination with an external reinforcement plate, or

(b) Using a certified cargo strap anchored to suitable anchorage points, or

(c) When the wheel is located in the vehicle's original placement, the manufacturer's original fastening method may be retained.

(4) Slick tyres are not permitted unless specifically authorised in Event Supplementary regulations for Special Stages held on permanent circuits.

(5) **Additional Headlamps:** where fitted, shall either comply with the requirements of the VIRM as published by the NZTA, or as follows:

(a) Shall only be mounted during an Event, and

(b) Shall be wired and switched independently to the vehicle's standard headlamps, and

(c) Shall only be switched on at the start of a Special Stage and shall immediately be switched off at the end of a Special Stage, and

(d) Shall be disabled at all other times, and

(e) Be attached to the vehicle in a way that does not represent a hazard to pedestrians.

7.3 Non-Safety Items:

(1) **Turbocharger and Supercharger Restrictors:** All four wheel drive vehicles fitted with forced induction engines, 1800cc or over, competing in all Rallies excepting those vehicles complying with Part One Article 7.3(1)(c) below, shall be fitted with a restrictor that complies with either:

(a) The specification for 36mm diameter restrictors (refer Part One Article 7.3(2) below), or

(b) The requirements of the vehicle's FIA Group / Class, or

(c) Specifically for such vehicles competing in Tarmac Rallies, where the Organiser has stipulated a maximum speed of 200kph, the requirement to fit a restrictor as detailed in Part One Article 7.3(1) (a) or (b) above is optional.

(2) **Specification for 36mm diameter restrictor:** All air necessary for feeding the engine shall pass through the restrictor, which shall comply with the following:

(a) Maximum internal diameter = 36mm. The internal diameter shall be:

(i) Maintained for a minimum distance of 3mm measured downstream of a plane perpendicular to the rotational axis situated at a maximum of 50mm upstream of a plane passing through the most upstream extremities of the wheel blades, and

(ii) Complied with, regardless of the temperature conditions.

(b) Maximum external diameter = 42mm, measured at the narrowest point of the restrictor and 5mm to each side thereof. (Refer diagram 7.3 below).

(c) The restrictor must be attached to the compressor housing of the turbocharger either by:

(i) Welding the restrictor to the compressor body, or

(ii) The use of at least two(2) screws which have to be entirely removed from the body of the compressor, or from the restrictor, to detach the restrictor. The screw heads must be drilled (3mm holes) for the application of sealing wire.

(d) The restrictor must be made from a single material.

(e) The restrictor must have provisions made for sealing wire to be applied between:

(i) The restrictor (or the restrictor/compressor housing attachment),

(ii) The compressor housing (or the housing/flange attachment), and

(iii) The turbine housing (or the housing/flange attachment).

Notes:
1. *The restrictor may be drilled for the sole purpose of mounting and sealing.*
2. *It is permitted to remove material from and add material to the compressor housing for the sole purpose of attaching the restrictor onto the compressor housing.*
3. *In case of an engine with two(2) parallel compressors, each compressor must be limited to a maximum intake diameter of 25.5mm and have an external diameter that does not exceed 31.5mm.*

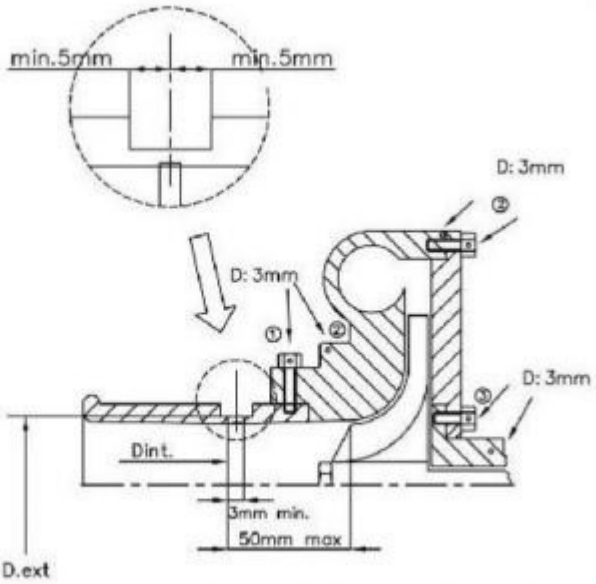


Diagram 7.3 - Restrictor Detail Applicable to Forced Induction Vehicles used in Rallies

(3) Optional Equipment:

(a) **Underbody protection:** may be mounted under the vehicle for the sole purpose of preventing damage. Additionally, soft flexible material may be fitted longitudinally between the wheel arches provided it is contained within the bodyshell silhouette when viewed from above.

(b) Radio receivers/transmitters and crew intercoms may be installed.

(4) **Vehicle Weights:** All vehicles competing in Tarmac Rallies shall be subject to the following minimum weights. Weights shall be inclusive of spare wheel/tyre(s), safety equipment and all fluids. Vehicles may be weighed at any time during an event.

(a) 4**WD vehicles:** not fitted with a restrictor in accordance with Part One Article 7.3(1)(c) above, shall respect the kerbside weight as published by the manufacturer. This shall be referenced from www.carfolio.com

(b) **All other vehicles:** shall respect the lesser of:

(i) The manufacturers kerbside weight (referenced from www.carfolio.com) if utilising the vehicles original engine, or

(ii) After applying the applicable equivalence factor(s) the following weight relative to the vehicle's engine capacity:

0-1300cc	700kg
1301cc – 1600cc	760kg
1601cc – 1800cc	840kg
1801cc – 2500cc	920kg
2501cc – 3500cc	1050kg
Over 3500cc	1150kg

8. Use of Motorsport Vehicles on Public Roads:

All vehicles used on public roads including those specifically modified for use in motorsport competition shall comply with the requirements of the VIRM as published by the NZTA in conjunction with the requirements of this Article.

***Note:** The Transport (Vehicle and Driver Registration and Licensing) Act 1986 requires both registration plates, of the correct type and size, to be displayed on the front and rear of the vehicle.*

8.1 Registration, Licensing and Warrant of Fitness requirements:

(1) Vehicles used for Events on roads (open to the public) shall:

(a) Be registered as a motor vehicle (under Class G as evidenced on the registration label), and

(b) Have a vehicle licence label valid for at least the duration of the Event affixed to the front windscreen, and

(c) Have a Warrant of Fitness label valid for at least the duration of the Event affixed to the front windscreen, and

(d) The use of 'dealer plates' and/or "A" or "E" class registration is specifically prohibited.

Note: *Vehicles used for Events that are held entirely on private venues, or roads not open to the public for the duration of the Event are only required to comply with (a), (b) and (c) above, when this is a class eligibility requirement*.

8.2 Vehicles modified before 1992:

(1) Vehicles modified for motor sport competition and issued with a 'modification declaration certificate' by MotorSport NZ prior to 1992 may continue to use these certificates (as proof of compliance) to gain a WOF provided that;

(a) The vehicle hasn't been modified further since the declaration was issued, and

(b) The vehicles registration has not lapsed.

(2) If the vehicle has been modified further and/or the registration has lapsed, the modification declaration certificate is no longer valid and an Authority Card and/or LVV Certification will be required to gain a WOF.

8.3 **LVV / MotorSport Authority Card:** All (motorsport) vehicles used on public roads that have any (or all) of the dedicated modifications as detailed in Part One Article 8.3(4) below are required by law to hold an Authority Card. The Authority Card system for motorsport vehicles is accepted in Law under the Land Transport Compliance Rule and is administered by MotorSport NZ under the Low Volume Vehicle Code. The Authority Card is a certification document, issued by MotorSport NZ that specifies the alternative safety related equipment required by a vehicle, for purposes of motor sport competition.

(1) The card is issued in the name of the MotorSport NZ Licence holder and details the vehicle and the applicable modifications.

(2) The card must be presented during a WOF inspection.

(3) The Authority Card is proof that a vehicle modified for motorsport purposes complies with alternative standards (to those of the original manufacturer) that are authorised under Section 2.12 of the LVV Code.

(4) The Authority Card covers the following motor sport modifications:

- The installation of safety harnesses (four(4) or more straps in contact with the wearer)
- The installation of a safety cage that extends forward of the Occupants
- Modifications that affect the vehicle manufacturers interior impact standards
- The installation of a hydraulic handbrake assembly and/or braided flexible brake lines
- Open (adjustable) brake bias system
- The removal of a 'manufacturer installed' occupant protection system including the fitment of competition seats
- The installation of plastic windows to the side and rear
- The installation of a safety fuel tank and/or installation of dry break refuel adapters inside the cockpit, and/or replacement fuel lines
- The permanent disabling of a 'manufacturer installed' Electronic Stability Control System
- FIA Homologated Rally Cars in full compliance with their homologation papers and used in New Zealand Rally Championship or International rally events.

Note: *Application details for an Authority Card or the renewal of an Authority Card may be found in* Part Two *of this Schedule.*

(5) General Requirements:

(a) The Authority Card is only available to current MotorSport NZ Competition or Entrant licence holders.

(b) The Authority Card is issued to the licence holder for a particular vehicle – it is not transferable. Subsequent owners of the vehicle must apply for a new card.

(c) Authority Cards are valid for the duration of the holder's licence (being a maximum of 12 months), after which a renewal is required.

(d) The vehicle shall have a valid MotorSport NZ logbook.

(e) The vehicle is required to be used in at least two(2) MotorSport NZ permitted events every 12 months, which shall be detailed in the vehicles logbook.

(f) The vehicle shall be inspected by a MotorSport NZ Technical Officer or 'A' designated licensed Scrutineer as part of the application process and thereafter under the Safety Audit inspection program at motorsport events.

(g) The Authority Card shall be presented as and when requested by MotorSport NZ officials, law enforcement authorities and/or their agents (at the time of entry certification and/or Warrant of Fitness inspection). If the card is not presented, agents are required to fail the vehicle.

(h) Application for an Authority Card:

(i) **New application**: Application for a new Authority Card should be made by application through the MotorSport Online system including payment of the

prescribed fee, (refer Appendix One Schedule B for details), or alternatively by using the current application form available from the MotorSport NZ Administration office or website (www.motorsport.org.nz).

(ii) **Renewal:** Application for renewal of an Authority Card should be made by application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details), or alternatively by using the current form available from the MotorSport NZ Administration office or website (www.motorsport.org.nz), provided the vehicle has been subject to a Safety Audit inspection in the preceding six(6) months prior to renewal.

(6) Specific Requirements:

(a) **Safety Harness:** Where a safety harness of four(4) or more straps (in contact with the wearer) is fitted to a vehicle an Authority Card is required. The following requirements shall be met:

(i) The safety harness shall comply with a recognised standard and shall be labelled according to the standard, and

(ii) The safety harness shall be in good condition, and

(iii) The anchorages shall comply with the requirements of this Schedule, and

(iv) The harness shall allow the use (by the driver) of all mandatory vehicle controls from the belted-in driving position.

(b) **Safety Cage:** Where a Safety Cage is fitted to a vehicle an Authority Card is required (refer Note 1 below). The following requirements shall be met:

(i) The Safety Cage shall comply with the requirements of this Schedule, and

(ii) The structure should not intrude into the occupant's headspace as defined in diagram 8.3 below, and

(iii) Protective padding that complies with the requirements of this Schedule shall be fitted and additionally shall be fitted to any side intrusion bars where they are not shielded by the seat structure, and

(iv) Have safety harnesses (minimum four(4) strap) fitted to the front seating positions in compliance with this Schedule, and

(v) Any rear seating positions shall be removed or not used to carry passengers, and

(vi) Any three(3) strap (lap and diagonal) safety belts (refer Note 2 below) shall be completely removed.

Notes:
1. *An Authority Card is not required for a Rollbar that is entirely contained behind the front seating positions and does not intrude into the Occupants headspace as defined in Diagram 8.3. below.*
2. *Three(3) strap lap and diagonal safety belts may be retained where a Rollbar is fitted that is entirely contained behind the front seating positions.*

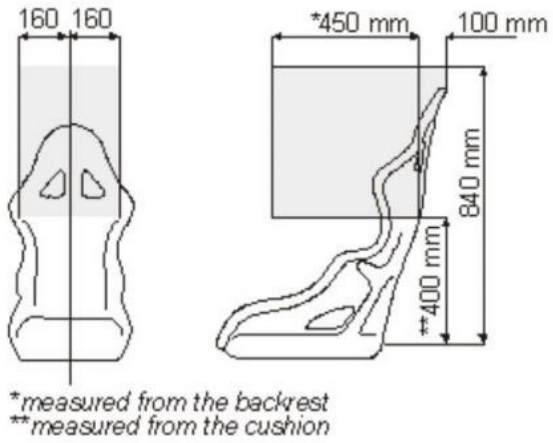


Diagram 8.3 - Headspace requirements.

(c) **Modified Interior:** Any modification performed to the interior of a vehicle that may affect the safety of the occupants (or the original manufacturer's interior impact standards), an Authority Card is required. The following requirements shall be met:

(i) Additional fixtures, fittings and instruments (e.g. halda, terratrip) shall have no sharp edges or projections, and

(ii) Anti-glare hoods shall be easily deformable, and

(iii) Internal door panels adjacent to the occupant seating positions shall remain in place, or be replaced by a suitable one-piece alternative panel that covers any sharp projections or exposed edges, and

(iv) Where four(4) (or more) strap safety harnesses are fitted then any additional instruments and/or switchgear shall be installed so that they are not less than 450mm from the driver's seat backrest, with the seat in its forward-most position, or

(v) Where three(3) strap (lap and diagonal) safety belts are fitted (only permitted where roll protection is entirely contained behind the front seating positions such as a rollbar) then any additional instruments and/or switchgear shall be mounted in a way that is comparable with the manufacturers original equipment, and any additional panels shall be no more rigid than the existing dash panel, or shall be padded with energy absorbing foam, and

(vi) Replacement / Competition seat/s shall be in full compliance with the requirements of this Schedule.

(d) **Removal of a Manufacturer Occupant Protection System (MOPS):** from a vehicle (primarily used for motor sport competitions) may be authorised under the Authority Card system. The vehicle shall be fitted with and comply with the following:

(i) A minimum of a four(4) strap safety harness in full compliance with this Schedule shall be fitted to both front seating positions, and

(ii) At a minimum, a full Safety Cage, in compliance with Schedule A, Part One, Article 4.6 and Part Two, Article 5.1 through 5.5 as per diagrams 8.3(6)(d) below, and

(iii) Competition seats, compliant to an FIA standard (8855-92, 8855-99, or 8862-2009) and in full compliance with this Schedule, and

(iv) The airbag system shall be entirely removed including its operating system, all triggering sensors, and warning lamps, and

(v) The steering wheel shall be replaced by a conventional direct replacement steering wheel that requires no modification to the steering column shaft to permit its fitment, or if the original fitment wheel is retained, have the cavities that formerly housed the airbag unit filled with energy absorbing foam, and

(vi) The original manufacturer installed safety belts shall be completely removed.

(vii) A warning notice (available from the MotorSport NZ Administration office) shall be applied in a position that may easily be read by the driver detailing the following: **"Warning – This vehicle is no longer fitted with a manufacturer installed frontal impact protection system."**

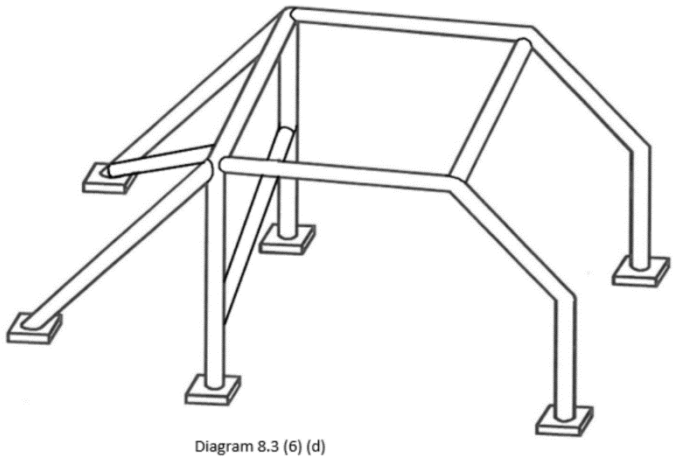


Diagram 8.3 (6) (d)

(e) A competition braking system incorporating a Hydraulic Handbrake, "Open" brake bias system and/or braided flexible brake lines (hoses)**.** Where a hydraulic handbrake is fitted to a vehicle an Authority Card is required and where braided flexible brake lines are fitted in replacement of solid metal brake lines an Authority Card is required, and where a brake bias system is fitted where the Adjuster is open an Authority card is required. The following requirements shall be met:

(i) The handbrake shall be specifically designed for use as a handbrake, and

(ii) The handbrake shall be professionally constructed and securely attached to the vehicle's structure, and

(iii) The handbrake shall have an easy method of locking the lever in the park position, and

(iv) The handbrake shall be capable of holding the vehicle on a 1 in 5 slope or stopping the vehicle within 18 meters from 30kph, and

(v) The handbrake shall not interfere with the operation of the service brake system, and

(vi) The handbrake shall be maintained in good operating condition, and

(vii) A warning notice (available from the MotorSport NZ Administration office) applied in a position that may easily be read by the driver detailing the following: **"Warning – This vehicle is fitted with a hydraulically operated parking brake that cannot be relied on to hold the vehicle for an indefinite period. When left unattended the vehicle's wheels must be chocked."**

(viii) Braided flexible brake lines shall be of a type specifically designed and intended for automotive application. The lines must have crimped or swaged ends and must be compliant to the requirements `of the VIRM, and

(ix) Braided flexible brake lines shall be securely attached and located so that chafing with other components will be avoided and be of adequate length to avoid any undue tension being imposed upon the line, due to steering and suspension movement.

(x) An open adjuster on a LVVTA Certified brake bias system is permitted.

Note: *The brake bias system modification itself, be that hydraulic valve or mechanical bar, must be approved separately on an LVVTA Certification Plate. If the vehicle has not been LVV Certified or the LVVTA Certification Plate does not detail the Brake Bias System the vehicle does not meet WOF requirements and should not be issued with a WOF.*

(f) **Plastic Windows:** fitted to a vehicle may be detailed on an Authority Card provided the following requirements are met:

(i) The plastic windows are only fitted to the side and/or rear (not the front screen), and

(ii) The material is of an approved polycarbonate type, being Lexan MR10 or Cyrolon AR2 or a LVVTA accepted rigid plastic material, and

(iii) They are mounted securely to the vehicle, and

(iv) They comply with the requirements of this Schedule.

Note: *Plastic windows may also be certified under the Low Volume Vehicle Code.*

(g) **Competition Fuel Systems:** that include a safety fuel tank and/or dry break refuel adapters installed within the cockpit and/or replacement fuel lines may be detailed on the Authority Card providing the following requirements are met:

(i) The safety fuel tank shall comply with a recognised FIA standard or SFI specification and shall be labelled accordingly, and

(ii) The safety fuel tank is of either a flexible bladder or semi rigid (polymer) type construction, and

(iii) The safety fuel tank is fully isolated from the cockpit by a leak proof fume proof cover / compartment, and

(iv) The safety fuel tank must remain in good condition and if the tank exceeds any expiry date must be inspected for signs of; deterioration, delamination, chafing or wear that could impede its safety, and

(v) The safety fuel tank must be securely mounted within the confines of the bodyshell, positioned so it is protected from any impact, and

(vi) Dry break refuel adapters shall be a commercially available item manufactured for the purpose and shall be in good condition being free from damage and signs of leakage. Any associated lines and fittings shall comply with Appendix Two Schedule A.

(h) **Electronic Stability Control:** that has been permanently disabled may be detailed on the Authority Card providing the following requirements are met:

(i) The electronic stability control warning light on the drivers dash panel must remain illuminated on completion of system self-test, or if there is no warning light visible a warning decal must be prominently displayed that advises the driver that the ESC system is not operating, and

(ii) The ABS system remains functional and the ABS self-test passes. If the ABS self-test fails, the ABS will need to be detailed on the LVVTA Cert Plate.

(i) FIA Homologated Rally Cars: imported and used in the NZRC or International rally events providing the following requirements are met:

(i) The car maintains complete compliance with its homologation papers and technical regulations at all times.

(ii) The car must be used primarily for New Zealand Rally Championship events or International permitted events.

(iii) The car must be inspected each year prior to Authority Card renewal.

(iv) If the car fails to meet the above requirements, certification through LVVTA will be required.

(j) **Other Vehicle Modifications:** All other modifications to those detailed in Part One Article 8.3(4) that affect compliance under the VIRM must be certified under the Low Volume Vehicle Code. For further information contact the Low Volume Vehicle Technical Association directly (www.lvvta.org.nz).

APPENDIX TWO

SCHEDULE A – DRIVER AND VEHICLE SAFETY

Amendment Number	Date published	Date implemented	Article Number
36043	6 December 2021	6 December 2021	Article 5
36013	9 January 2020	9 January 2020	Article 5

Part Two

Article 1	Application Process for a LVV / MotorSport Authority Card
Article 2	Frequently Asked Questions for a LVV / MotorSport Authority Card
Article 3	Fuel Specification Chart
Article 4	Standards Labels
Article 5	Safety Structures (Roll Protection)
Article 6	Homologation Application Process for Safety Rollbars and Safety Cages
Article 7	First Aid Kit Contents

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part Two

1. Application Process for a LVV / MotorSport Authority Card:
All MotorSport NZ competition licence holders are eligible to apply for an Authority Card.

A. **Reference Appendix Two Schedule A, Part One Article 8.3:** For vehicles modified for competition use that are required to be used on public roads. The Authority Card covers the following elements / modifications*:

- Safety harnesses (with 4 or more straps)
- Safety Cage (that extends forward of the front seat Occupants)
- Modifications that effect the interior impact regulations
- Removal of an SRS airbag system
- Braided flexible hydraulic brake lines
- Hydraulic handbrake assembly
- Open brake bias system
- Plastic windows
- Safety fuel tanks / Dry Break Refuel Adapters
- Removal of Stability Control System

*for other modifications refer to the LVV Code.

B. **Application Process:** For all applications (new card and renewal):"

- Make application through the MotorSport NZ online system including payment of the required fee.
    - (for new or initial card applications) print off the Inspection report
    - Contact an 'A' Scrutineer or Technical Officer through your Car Club to organise an inspection of the vehicle.
    - The Scrutineer / Technical Officer will complete the relevant sections of the application form.
    - Scan and email (or post) the completed form to the MotorSport NZ Administration Office.
    - The card will normally be processed and issued within one(1) working week.

Note: *Application may also be made using Authority Card Application (form T007) from the MotorSport NZ website*

C. **Application Requirements:**

- You must have a current MotorSport NZ Competition Licence or you must apply for one at the same time as the Authority Card.
- You must have a current MotorSport NZ Vehicle Logbook or you must apply for one at the same time as the Authority Card.

D. **Conditions of Use:**

- The Authority Card is valid for the duration of the applicants Competition Licence, hence when the licence expires so does the Authority Card.
- The vehicle must be used in a minimum of two(2) permitted events per year.
- The vehicle shall be maintained to Appendix Two Schedule A requirements at all times
- If there are any additions to the modification categories as detailed on the card, a new card application must be made.
- If ownership of the vehicle changes, a new card application must be made.

2. Renewal Process for a LVV / MotorSport Authority Card:

A. **Requirements**: The following requirements must be complied with in order to apply for an Authority Card renewal:

- Either make application through the MotorSport Online system including payment of the required fee or alternatively, obtain a renewal application form T008 from the MotorSport NZ website (www.motorsport.org.nz).
- Confirm the Competition Licence is still current.
- Confirm that the vehicle has been used in a minimum of two(2) documented (refer logbook entries) events and has been Safety Audited within the past six(6) month period (or a new application is required).
- Confirm the vehicle details are still current (eg. No changes have been made).
- Confirm the modification categories (as detailed on the existing card) are still current.
- Confirm vehicle ownership has not changed.
- If not making application through the MotorSport Online system, mail the completed form (with the appropriate fee) together with the vehicle's MotorSport NZ logbook to the MotorSport NZ administration office.
- The renewal will normally be processed and a new card issued within one(1) working week from date of receipt.

B. **Authority Card Frequently Asked Questions:**

Why / When do I need an Authority Card?
An Authority Card is required to certify dedicated motorsport modifications and is used to obtain a WOF

What are the basic conditions?
The applicant must hold a current MotorSport NZ Competition licence and the vehicle must comply with the alternative standards and be used in a minimum of two(2) motorsport events per year.

Am I the only person who can drive the vehicle?
Use of the vehicle is not restricted solely to the applicant (the licence holder who the Authority Card has been issued to) although it does remain their responsibility.
How long is the card valid?

The Authority Card remains valid concurrent with the applicant's licence. This will normally be 12 months if the card is applied for at the same time as the applicants Competition licence, although it will be less if applied for during the validity of the Competition licence; as it will expire at the same time as the licence.

Why do I have to renew the card (every year)?
This is because the Authority Card runs concurrently with the holders Competition licence and this ensures (as per the agreement between MotorSport NZ and the NZTA) that only current licence holders may have such specialist exemptions. It also ensures the applicant takes responsibility for the condition and maintenance of their vehicle relative to the modifications listed.

My vehicle has 'other' modifications that are not included on the card?
The Authority Card only covers 'dedicated' motor sport modifications hence all other applicable modifications should be covered under the LVV Code and detailed on a 'certification plate' attached to the vehicle.

What if I add or delete any of the modification categories on the vehicle (that is detailed on the card)?

A new application is required which will entail a physical inspection to be performed by an 'A' Scrutineer. All items on the card will be checked for compliance.

If nothing is changed on the vehicle and I renew the card every year will I ever need to have the vehicle inspected again?
Yes, this will happen automatically as part of the Safety Audit system performed at events.

3. Fuel Specification Chart:

Engine Fuel Specification Chart

Reference Appendix Two Schedule A, Part One Article 3.9(2)(a)

Property	Test Method	Unleaded Petrol	Leaded Petrol	Diesel
Density	ASTM D1298 or ASTM D4052	Not a Specification		0.820 Minimum 0.850 Maximum
Research Octane Number (RON)	ASTM D2699	108 Maximum		
Motor Octane Number (MON)	ASTM D2700	100 Maximum		
Cetane Index				51 Minimum
Percentage Volume evaporated at 70ºC (E70)	ASTM D86	22% Minimum 50% Maximum		
Percentage Volume evaporated at 100ºC (E100)	ASTM D86	45% Minimum 71% Maximum		
Percentage Volume evaporated at 150ºC (E150)	ASTM D86	75% Minimum		
End Point (ºC)	ASTM D86	210ºC Maximum		
Lead (mass of lead per litre of gasoline)	IP224	5 mgPb/L Maximum		
	IP270		0.85 gmPb/L Maximum	
Benzine (% volume)		1% Maximum		
Ethanol (% volume)		10% Maximum	0.01% Maximum	
Other Oxygenates (% volume)		1% Maximum		
Olefins (% volume)		18% Maximum		
Manganese (mg/L)		2mg/L Maximum		
Phosphorus (mg/L)		1 mg/L Maximum		

Engine Fuel Specification Chart

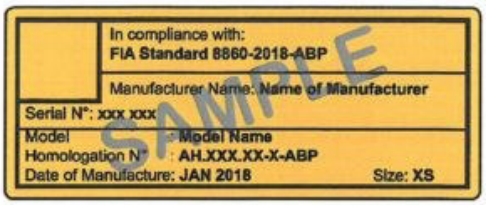
Reference Appendix Two Schedule A, Part One Article 3.9(2)(b)

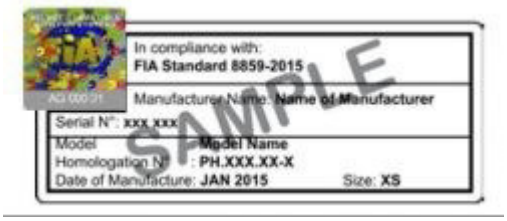
Property	Test Method	Ethanolic Blends
Base Gasoline		Minimum 15%V Maximum 90%V
Ethanol Content	ASTM D5501	Maximum 85%
Methanol Content	ASTM D5501	0.5%V Maximum
Water Content	ASTM E203	1.0%V Max.

4. Standards Labels:

4.1 Helmet Standards:

(1) FIA Standards Label:





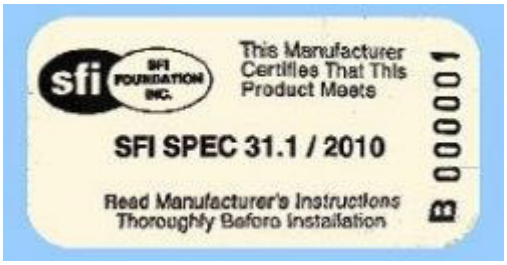
(2) Snell Standards Labels:

(a) Kart Helmet Labels:

(b) Youth Helmet Labels:

(3) British Standards Labels

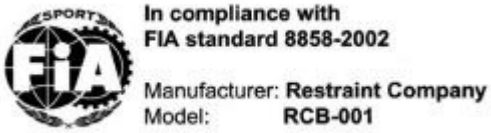
(4) SFI Standards Labels:

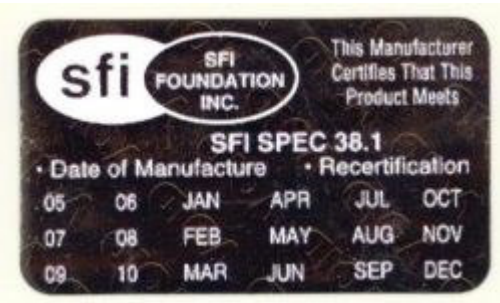


(5) European Standard Label:

(6) Australian Standard Label: (example)

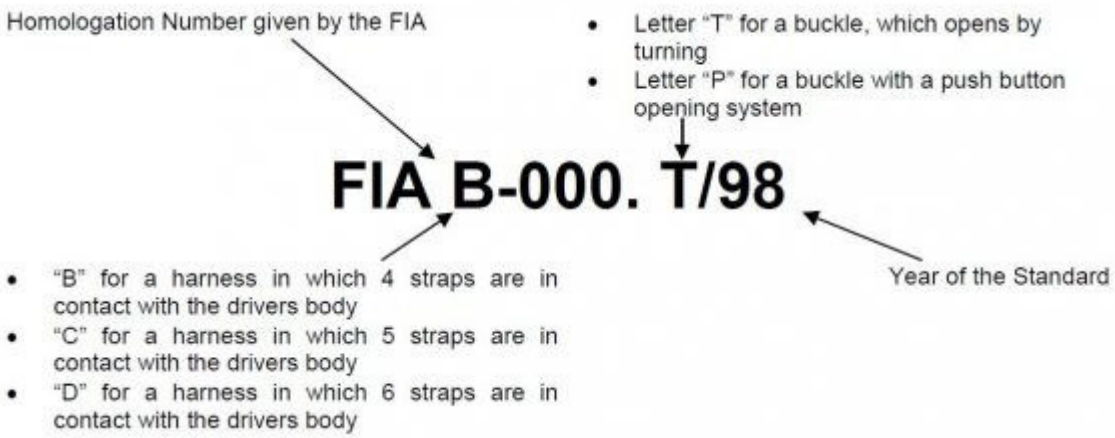
(7) FHR Standards / Labels:





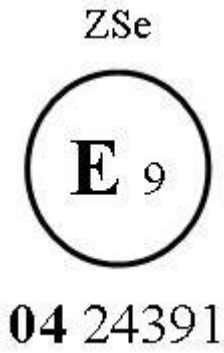
4.2 Safety Harness Standards / Labels:

(1) FIA Standards Labels:



(2) SFI Foundation Standard Labels:

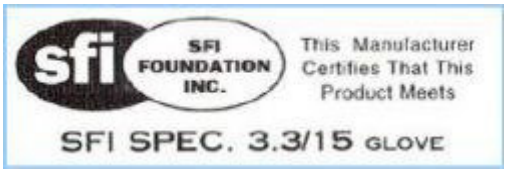
4.3 European Standard Label:

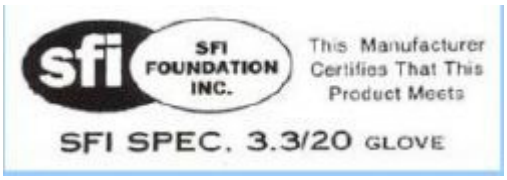


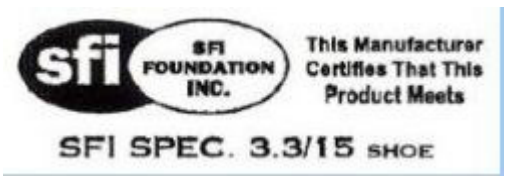
4.4 Competition Seat Standards / Labels:

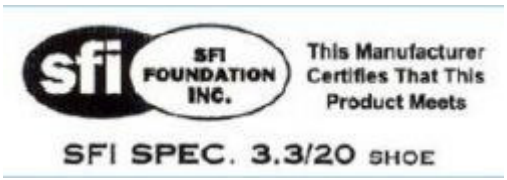
(1) FIA Standards Labels:

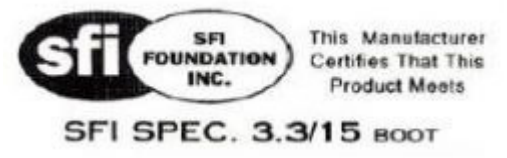
(2) SFI Foundation Standard Labels:

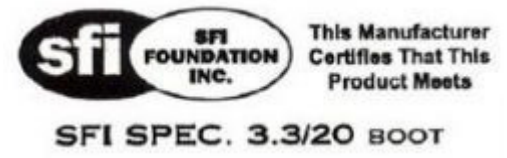












5. Safety Structures (Roll Protection):

5.1 **Design Specification:** The function of a Safety Cage is to reduce the risk of serious injury to the Occupants during competition. The ability of a Safety Cage to provide protection is dependent upon the quality of design and construction. The following essential design specifications shall be incorporated:

(1) Longitudinally, the structure shall be entirely contained within the confines of the front and rear shock absorber bodyshell mounts (excluding Single Seater and Sports Racing Cars), and

(2) For closed vehicles the structure must be as close fitting to the interior profile of the bodyshell as practical, and

(3) Members of the structure must not unduly impede the entry, exit, or access to the Occupant(s) of the vehicle, and

(4) Members of the structure must respect the headspace requirements designated by the shaded area in Diagram 8.3 in Part One. For all open vehicles the height of the main rollbar shall be at least 50mm above the top of the helmet of the normally seated Occupant(s) (refer diagram 5.1 below), and

(5) Where used all fasteners must be self locking M8, ISO 8.8 or greater, and

(6) No fluids may pass through any tubing forming part of the Safety Cage, and

(7) Each Safety Cage must be identified by means of an identification number (being the MotorSport NZ Homologation number) or a plate permanently affixed by the manufacturer bearing the name of the manufacturer, the MotorSport NZ homologation number, and the individual serial or series number of the structure; this ID plate must neither be moved or copied.

(8) The structure must be designed to suit the particular vehicle application respecting the aforementioned design specifications.

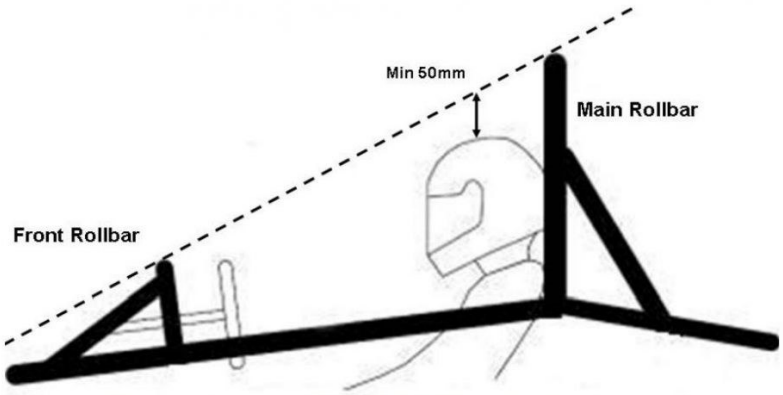


Diagram 5.1 - Open Vehicle Main Rollbar Height

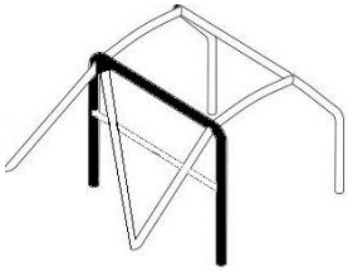
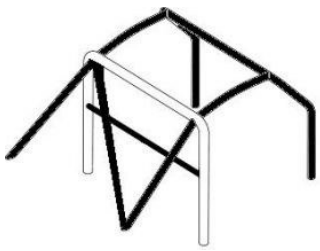
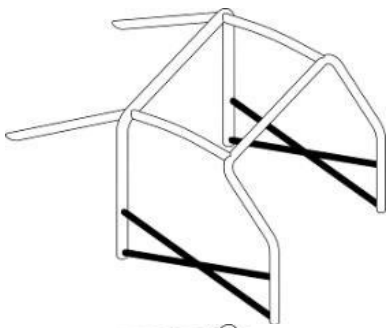
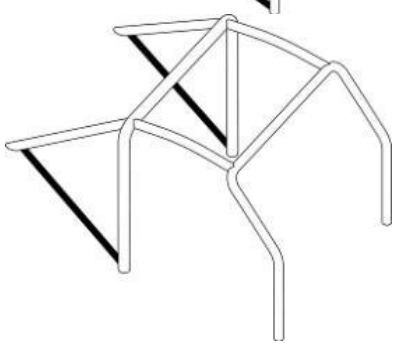
5.2 **Material Specification:** The only materials authorised under this schedule for safety cage construction are defined in the Material Specification Chart below. Aluminium alloys are specifically prohibited and the use of ASME 4130 / BS4T45 alloy steel tube is restricted solely to MotorSport NZ registered safety cage manufacturers who have been granted 'MotorSport NZ Recognised Manufacturer' status. If in any doubt as to the selection of an approved/authorised material, contact the MotorSport NZ Office in the first instance prior to the commencement of construction.

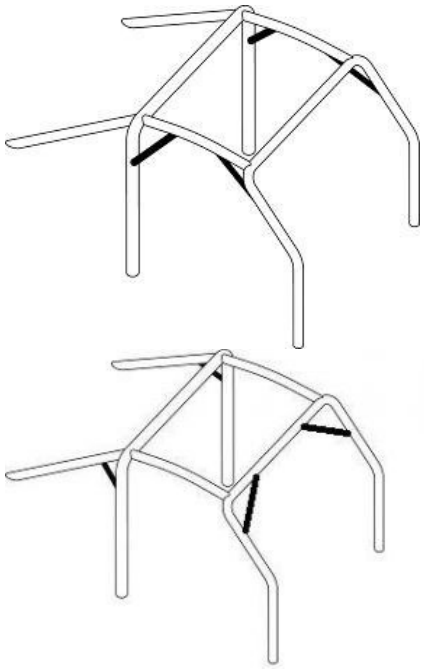
Material Specification Chart

All Constructors: Tubes manufactured in compliance with the MSNZ-Q29 Steel tubes for Safety Structures standard.

MotorSport NZ Recognised Manufacturers only: Cold Drawn Seamless alloy steel tubes manufactured in compliance with the ASME 4130 standard or BS4T45.

Note: *Any structure manufactured from materials that do not meet the following dimensions must be approved under Part Two Article 5.7 'Alternative Design'.*

Member Description	Member Diagram	Minimum Tube Dimensions	
		NZTM-Q29 or ITM-MSNZ-Q29 Standard	*ASME 4130 and *BS4 T45 *(refer * above)*
Main Rollbar		44.5 x 2.5mm Or 50 x 2.0mm	44.5 x 2.5mm Or 50 x 2.0mm
Other members of the principle structure including safety harness bar		38.1 x 2.5mm	38.1 x 2.5mm
Optional members more than 300mm in length (examples shown)	 	38.1 x 2.5mm Or 40 x 2.0mm	38.1 x 1.6mm Or 40 x 1.6mm

Gusset bars less than 300mm in length (examples shown)		30 x 1.5mm	30 x 1.5mm

5.3 Welding:

(1) All welding shall be of the highest possible quality and preferably using a gas-shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, poor appearance is never a sign of good workmanship. Grinding welds to alter the appearance is not permitted.

(2) Where a member of the Safety Cage terminates at another member or a reinforcing plate / mounting foot / footing box, welding shall be carried out around the entire perimeter of the tube. Mandatory for all principle structures. For optional members where this is impracticable 'best welding practices' must be observed.

(3) Where attaching reinforcing plates to the bodyshell, 20mm stitch welding is permitted.

5.4 Construction Specification for Series Production Vehicles:

Note: *Refer to Part Two Article 5.6 for Construction Specifications specific to Single Seaters, and Sports Racing Cars.*

(1) Principal Structure:

(a) Safety Rollbar: A Safety Rollbar must comprise of the following members: a Main rollbar, two(2) Backstays, and one(1) of the Diagonal (installed in either location) as defined by Diagram 5.4(a) below.

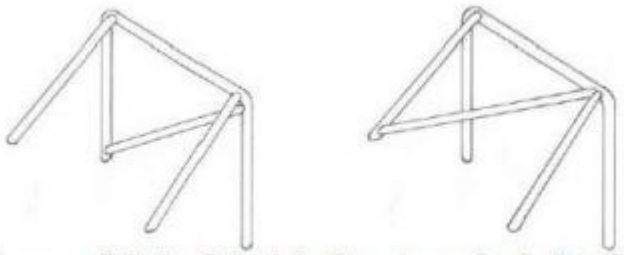


Diagram 5.4(a) – Principle Structure of a Safety Rollbar

(b) **Safety Cage (homologated before 1 January 2013):** The Safety Cage must comprise of the following members: a Main rollbar, two(2) Lateral rollbars, a Windscreen bar, two(2) Backstays, and one(1) Diagonal (installed in either location) as defined by Diagram 5.4(b) below.

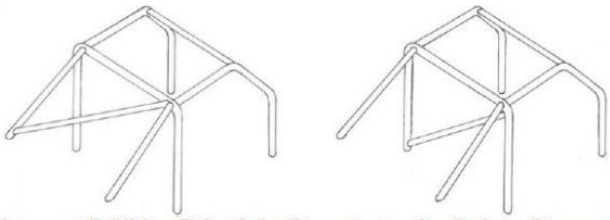


Diagram 5.4(b) – Principle Structure of a Safety Cage pre 1 January 2013

(c) **Safety Cage (homologated after 1 January 2013):** The Safety Cage must comprise as a minimum of the following members: a Main rollbar, two(2) Lateral rollbars, a Windscreen bar, two(2) Backstays, one(1) Diagonal (installed in either location) and a Safety Harness bar/s (installed in either location) as defined by Diagram 5.4(c).

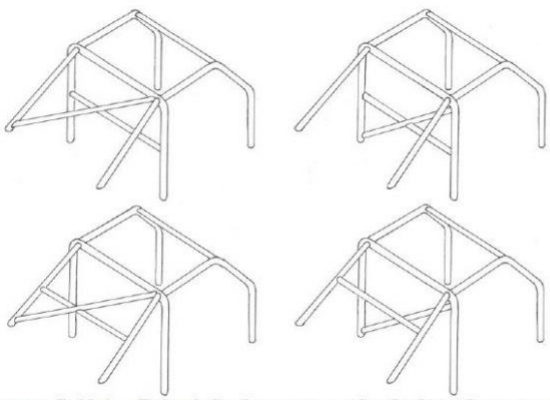


Diagram 5.4(c) – Principle Structure of a Safety Cage post 1 January 2013

(2) Main and Lateral rollbars:

(a) These frames must be constructed from one(1) piece of tube with a smooth and even appearance free of ripples or cracks. They shall be bent by a cold working process and the centre-line bend radius must be at least three times (3x) that of the tube's outside diameter. Ovalisation of the bends, being the ratio of minor to major diameters, shall be 0.9 or greater.

(b) The vertical part of the main rollbar must be as straight and as close as possible to the interior profile of the bodyshell.

(c) For Safety Cages homologated after 1 January 2013 the Main rollbar shall be within ±10° from vertical when viewed from the side.

(d) The front leg of a Lateral rollbar must follow the windscreen pillar and have only one(1) bend in its lower vertical part. The connection of the Lateral rollbar to the Main rollbar shall be at roof level and the lower attachment at the floor must not be rearward of the forwardmost part of the lateral bar.

(3) **Backstays:** These tubes shall be straight and of one(1) piece construction. They shall be attached within 100mm of the centre of the top outer bends of the Main rollbar on both sides of the vehicle and ideally should intersect the Main Rollbar at the same point as the Front Lateral Bar. They must make an angle of at least 30° with the vertical, and be as **close** as possible to the interior side-panels of the bodyshell.

(4) **Diagonals:** These tubes shall be straight and as a minimum one(1) diagonal member shall be fitted, or, two(2) diagonals shall be fitted providing the two(2) bodyshell mounts are at least 60cm² in area less than 400mm apart, in accordance with Diagram 5.4(4) below. In all cases at least one(1) diagonal shall be of one(1) piece construction though it is permissible to use multiple diagonals in combination (refer diagram 5.4(4) below).
The lower end of all diagonal members shall join the main rollbar or backstay within 100mm of the mounting foot/reinforcement plate.

The upper end of all diagonal members shall join either the Main rollbar or Backstay within 100mm from the junction of the Backstay.

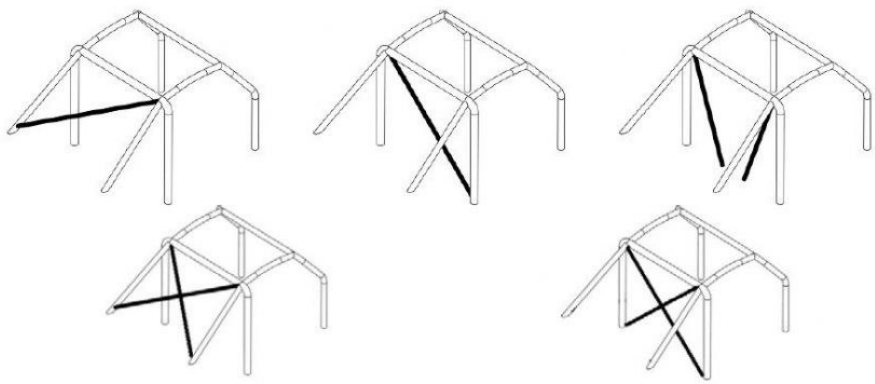


Diagram 5.4(4) - Diagonals

(5) **Safety Harness Bar:** Shall be a transversal reinforcement welded between either the backstays, the vertical legs of the Main rollbar or another member of the structure where the material specification meets the minimum requirements for members of the principle structure (e.g. Diagonal bar). Refer to Part Two Article 5.2 Material Specification Chart for material size and specification.

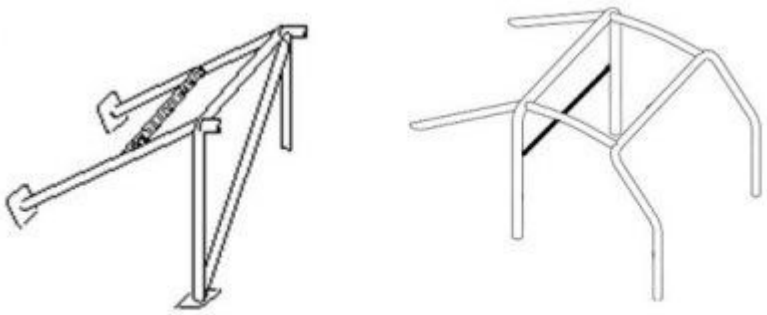


Diagram 5.4(5) - Safety Harness Bar examples

(6) Side Intrusion bars:

(a) It is recommended that at least one(1) or more longitudinal tubes may be fitted at each side of the vehicle *(refer Diagram 5.4(6)(a) below).*

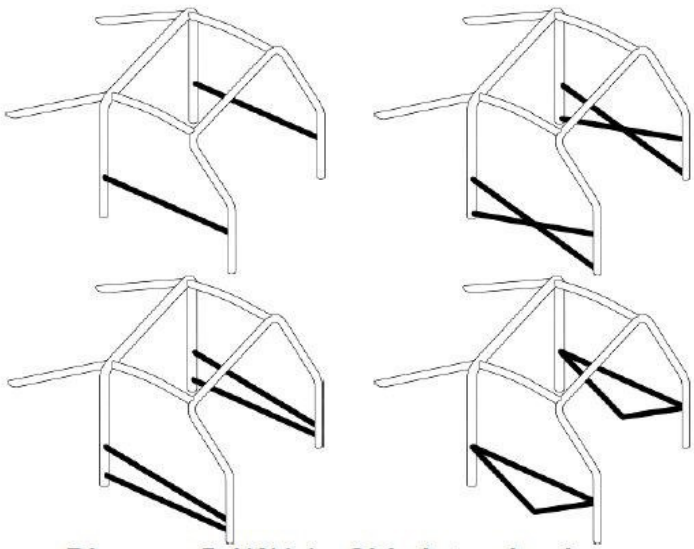


Diagram 5.4(6)(a) - Side intrusion bars

(b) Where the door has been modified (refer Part One Article 5.10) and a Safety Cage is fitted at least one(1) Side Intrusion bar shall be fitted to that side of the vehicle.

(c) These bars shall be as high as possible, but the intersection of the highest member and the door opening (dimension 'E') shall not exceed half the total height of the door aperture (dimension 'H').

In the case of side intrusion bars in the form of a "X" (refer Diagram 5.4(6)(a) above), it is recommended that the lower attachment points of these members be fixed either to the Main rollbar or forward Lateral rollbar at the footing or reinforcement plate.

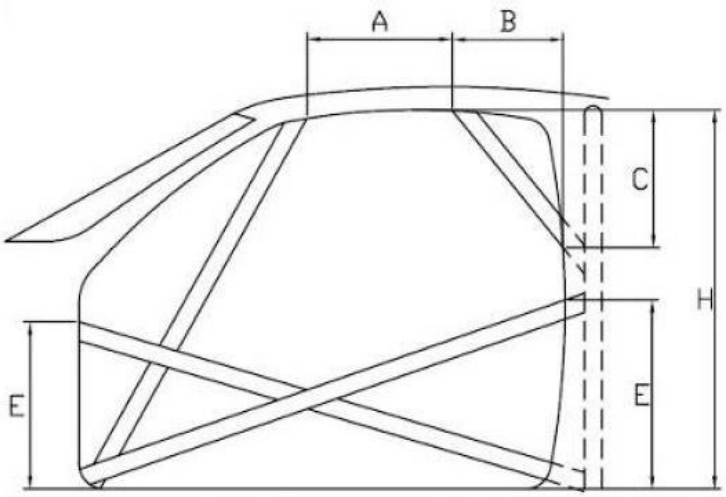
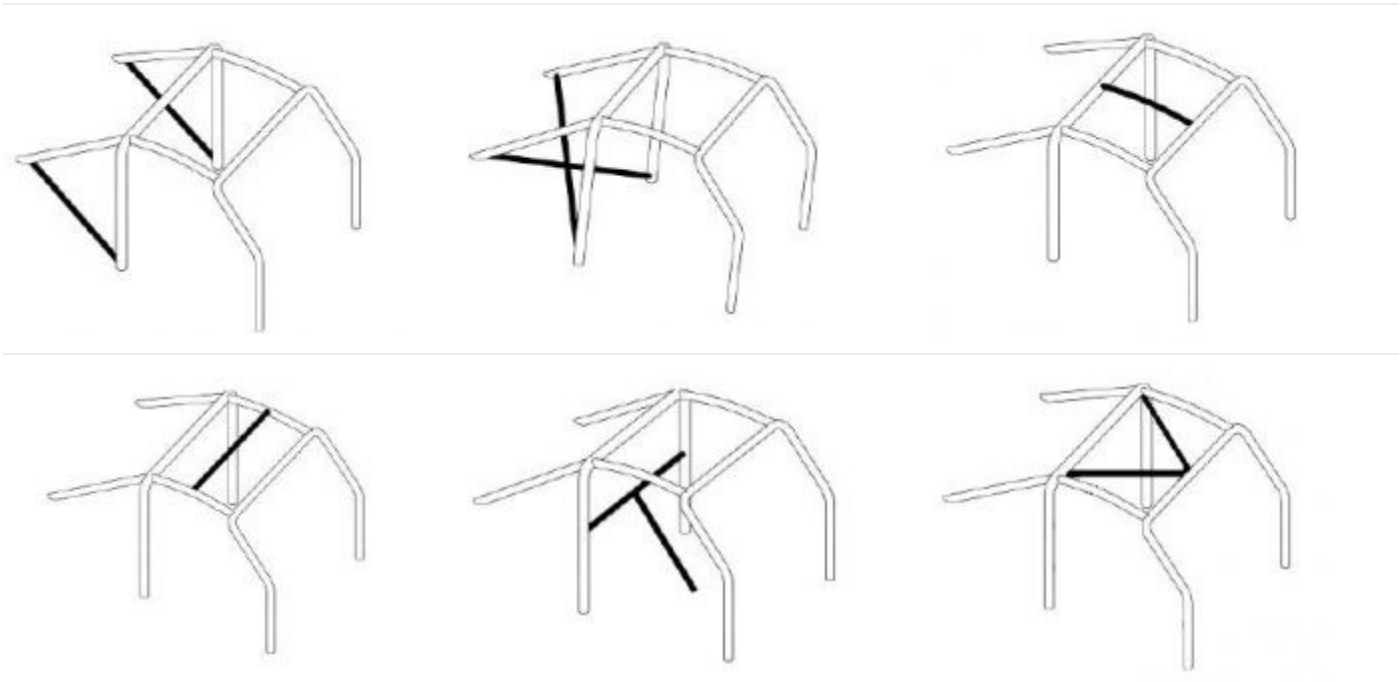


Diagram 5.4(6)(c) – Door Aperture Requirements

The presence of the Safety Cage in the door aperture must comply with the following criteria (Refer Diagram 5.4(6)(c) above).

- Dimension A must be a minimum of 300mm, and
- Dimension B must be a maximum of 250mm, and
- Dimension C must be a maximum of 300mm, and
- Dimension E must not be more than half the height of the door aperture Dimension H.

(7) Optional reinforcing members: May be used separately or in combination. They shall be either, welded in position or made removable. (Refer diagrams 5.4(7) below).



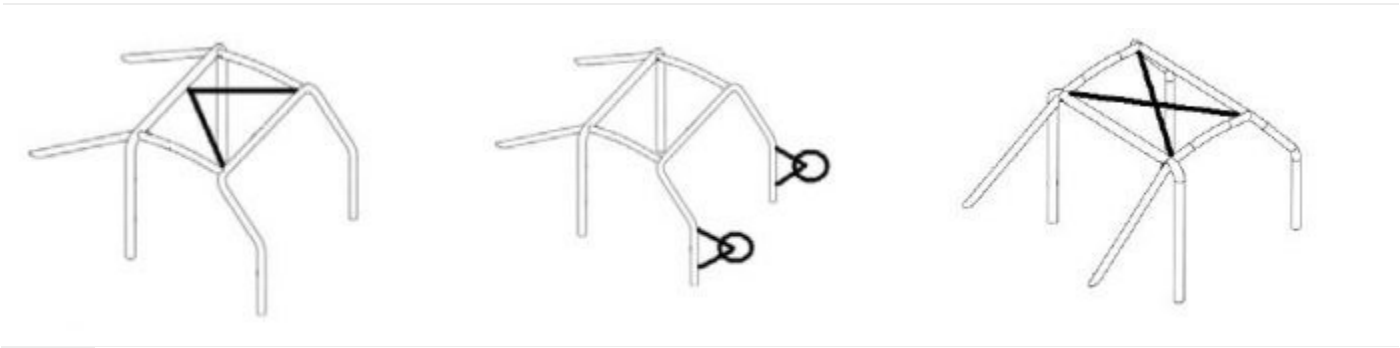
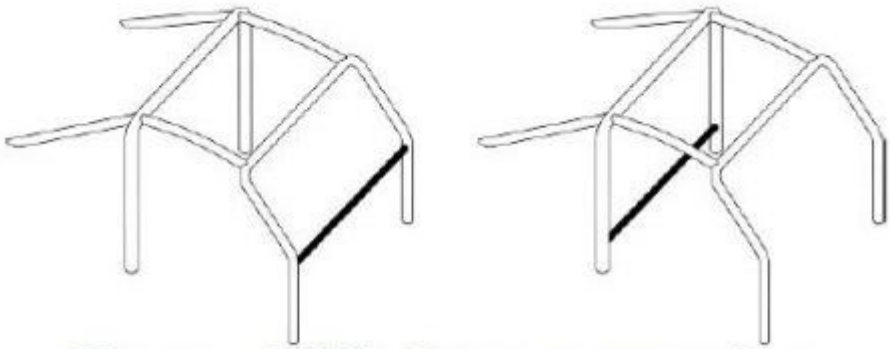


Diagram 5.4(7) – Optional reinforcing members examples

(8) **Transverse members:** The fitting of two(2) transverse members is recommended (Refer diagram 5.4(8) below). The transverse member fixed to the front rollbar must not encroach upon the space reserved for the Occupant/s. It must be positioned as high as possible, provided it is not higher than the lower edge of the windscreen. Attachment of the steering column to this member is authorised.

The transverse member fixed to the Main rollbar should be straight as possible and attach as close as possible to the Main rollbar footing or reinforcement plate.



Diagrams 5.4(8) - Transverse members

(9) Reinforcement of bends and junctions: Where two(2) members form a join it is recommended to reinforce that join with tubes or gussets (refer Diagram 5.4(9)(a) below). When using gussets the materials must not be less than 1.0mm in thickness and the length of the sides attaching to the safety cage must be between 80mm and 100mm.

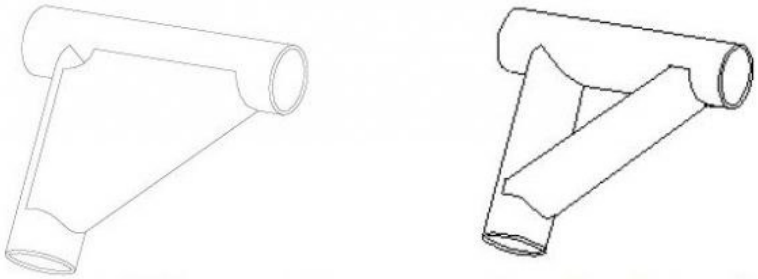


Diagram 5.4(9)(a) – Reinforcement of Bends and Junctions.

When using reinforcing tubes the ends of these tubes must not be more than half way down or along the members to which they are attached. A reinforcement member may be added on each side of the Lateral rollbar between the upper corner of the windscreen and the base of this rollbar (refer Diagram 5.4(9)(b) below).

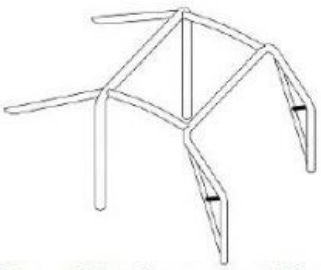
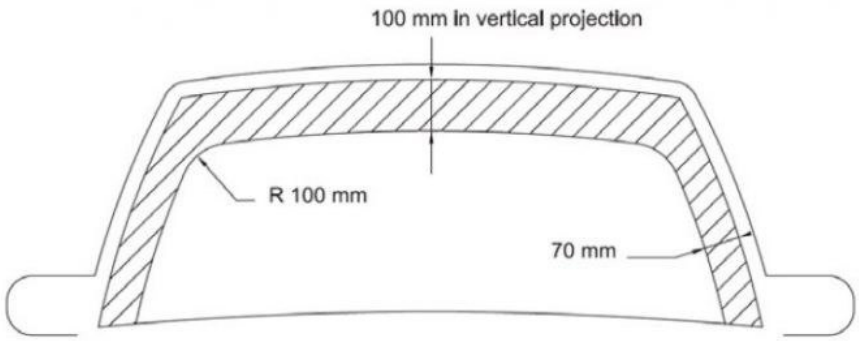


Diagram 5.4(9)(b) – -Windscreen pillar reinforcement

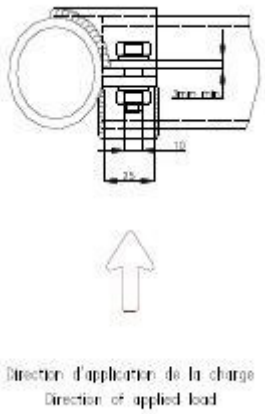
Vehicles with a Safety Cage Homologated after 1 January 2006: In frontal projection, members and reinforcements must be only visible through the area of the windscreen described by diagram 5.4(9)(c) below. Refer also Part Two Article 5.4(6)(c) for door aperture requirements.

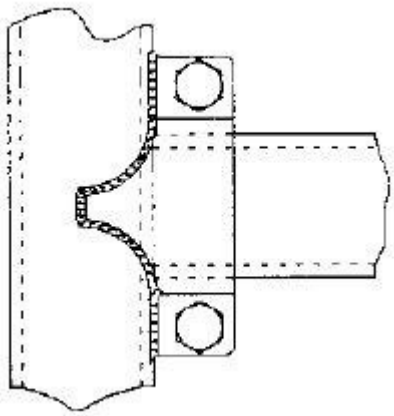


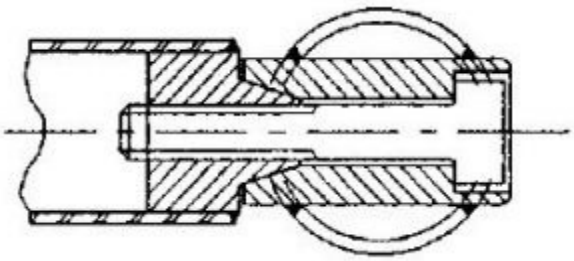
Drawing No 253-17E

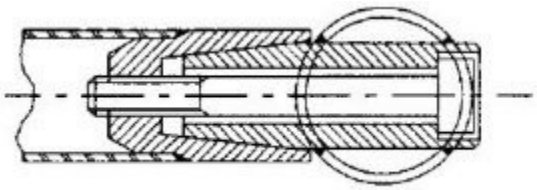
Diagram 5.4(9)(c) – Safety Cage containment area

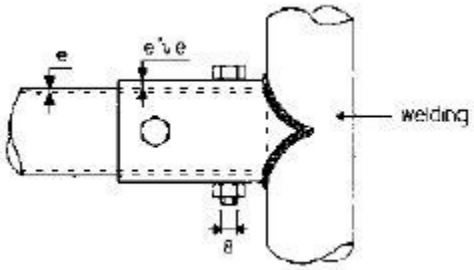
(10) Removable members: Should removable members be incorporated into the design, the demountable joints used shall be of an approved type (refer Diagram 5.4(10)(a)). Hinge type joints shall not be used in the upper joins of the Principal structure. (Refer Diagram 5.4(10)(b)).


Direction d'application de la charge
Direction of applied load





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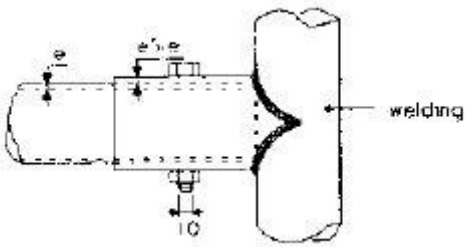
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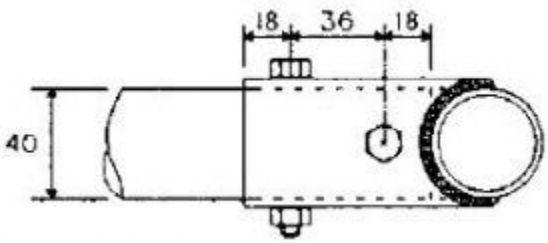
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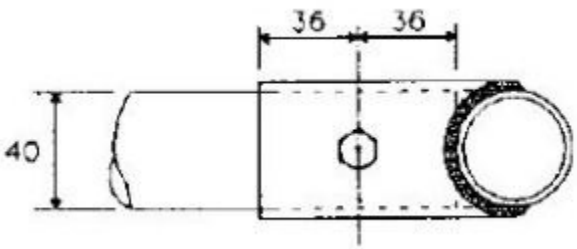
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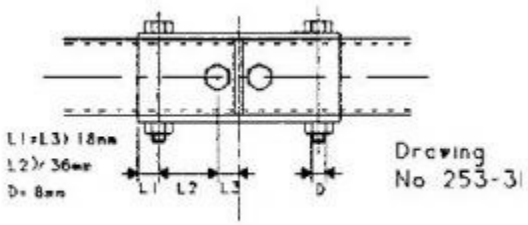
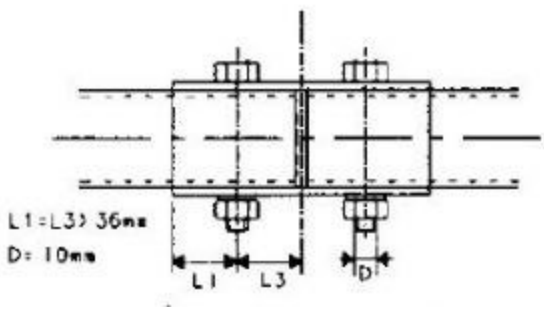

L1=L3) 18mm
L2)= 36mm
D= 8mm
L1
L2
L3
D
Drawing
No 253-31


L1=L3) 36mm
D= 10mm
L1
L3
D

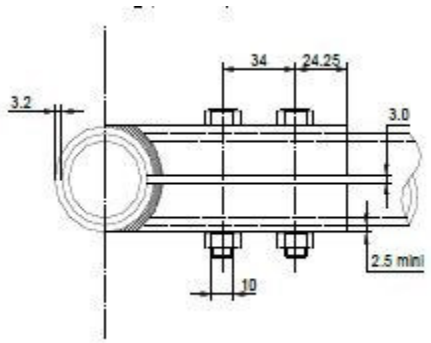


Diagram 5.4(10)(a) – Removable Member joint detail

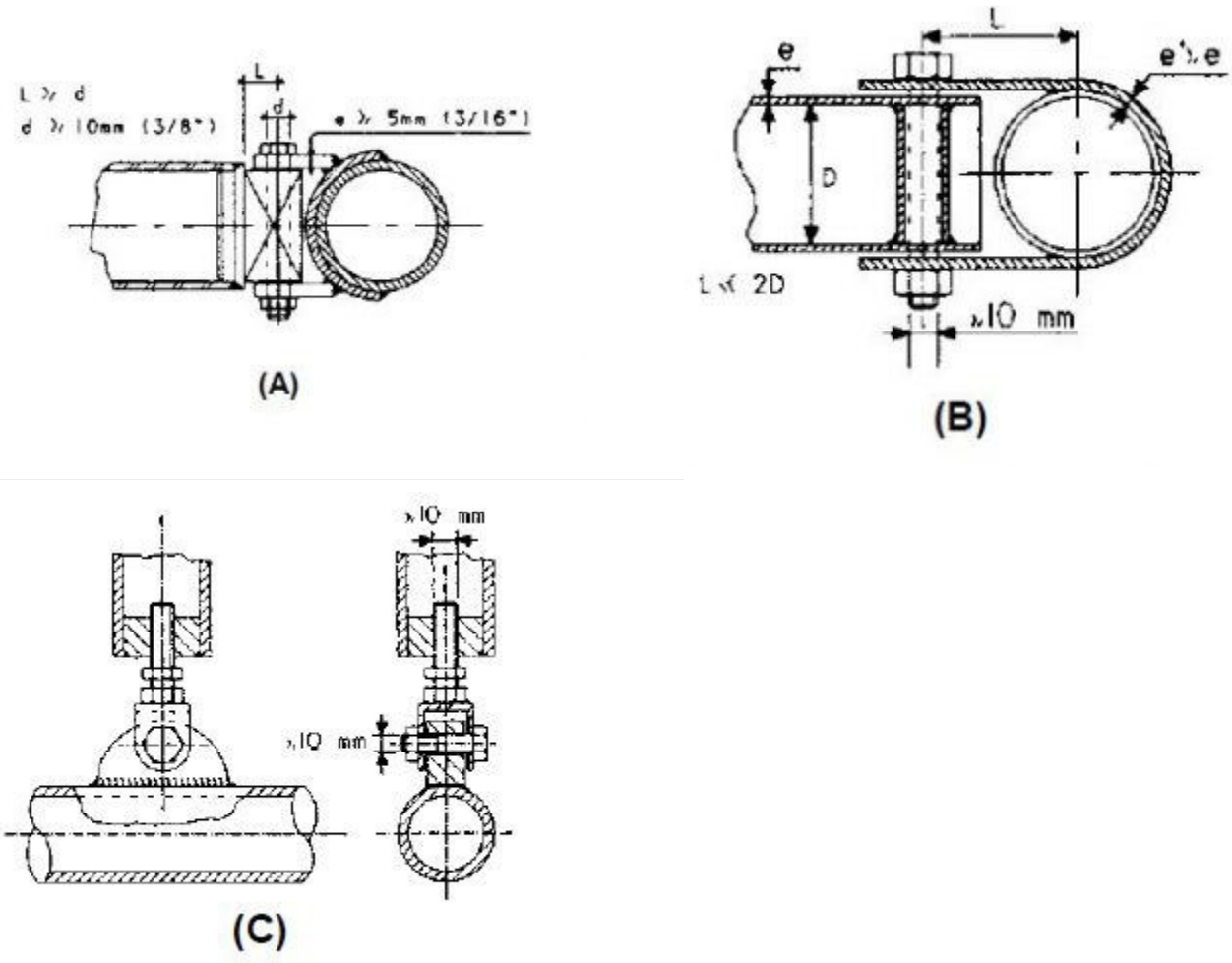


Diagram 5.4(10)(b) – Removable Member joint detail (Hinge type)

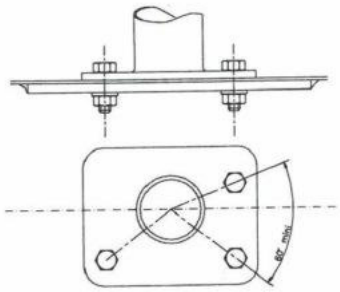
5.5 Safety Cage Attachment:

(1) Reinforcement plates: Where any member of the Safety Cage terminates at the bodyshell or chassis a reinforcement plate of at least 3mm thick steel plate shall be welded to the bodyshell or chassis.

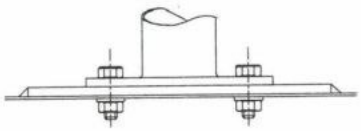
(a) For the Main and Lateral rollbars a reinforcement plate with a minimum area of 120cm² in full contact with the surface of the bodyshell shall be used. The reinforcement plate shall be positioned so as to transfer any loadings vertically into the bodyshell (Refer Diagram 253-50 – 253-58 below)

(b) For all other members a reinforcement plate with a minimum of 60cm² shall be used.

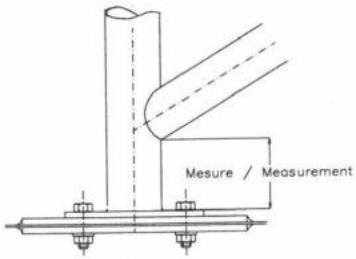
(c) It is recommended that reinforcement plates be attached to the bodyshell in two(2) or more planes (refer diagrams 253-50 – 253-58 below).



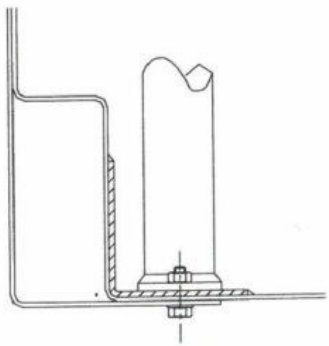
253-50



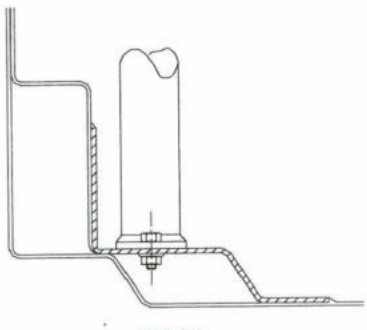
253-51



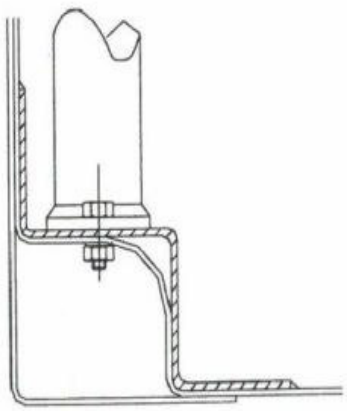
253-52



253-53



253-54



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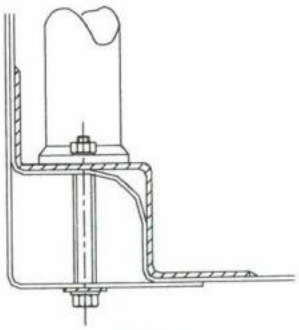
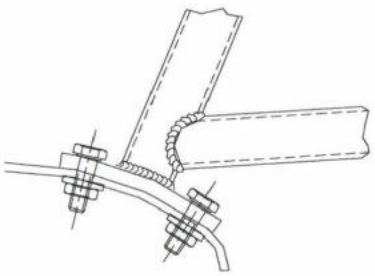
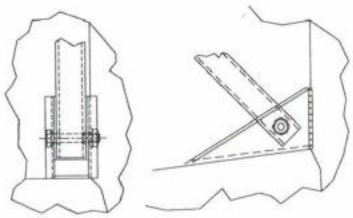


253-56



253-57



253-58

(2) **Footing box:** From 1 January 2011 a fully enclosed Footing box constructed of welded/folded steel plate at least 3mm thick may be used to support the Safety Cage. Where a footing box is used, a Reinforcement plate, (as defined by Part Two Article 5.5(1) above), shall also be used. The Reinforcement plate may make up two(2) or more sides of the footing box but must always be clearly visible. The use of internal gusseting/webbing is recommended.

(3) **Mounting foot**: A mounting foot may also be used but is generally only used for dismountable structures. Where used each foot must be attached by at least three(3) bolts for the main and lateral / front rollbar, and at least two(2) bolts for the backstays of minimum ISO 8.8 M8 or be welded directly to the reinforcement plate/footing box. The mounting foot shall be at least 3mm thick steel plate, and shall be smaller than the reinforcement plate/footing box to which it is affixed. (Refer Diagram 5.5(3)).

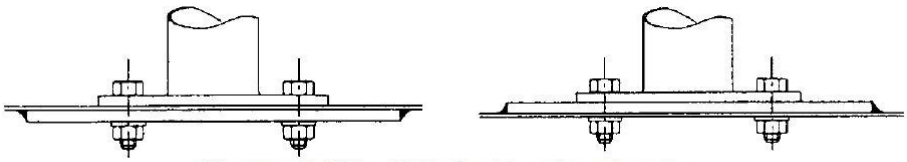


Diagram 5.5(3) – Mounting Foot Attachment

(4) **Suspension and drive train components:**

(a) **For vehicles with a Safety Cage homologated before 1 January 2011:** The attachment of suspension and drive train components to the Safety Cage is permitted providing those attachments are detailed on the original Safety Cage homologation. For vehicles where attachments of this type exist but are not detailed in the original homologation the homologation shall be updated by means of a Safety Cage Homologation Extension and a fatigue stress analysis and inspection report by a Road Transport Certifying Engineer shall be provided.

(b) **For vehicles with roll protection homologated from 1 January 2011:** The attachment of suspension and drive train components directly onto the safety cage are not authorised although MotorSport NZ may allow such attachments providing a fatigue stress analysis and inspection report by a Road Transport Certifying Engineer is included with the Safety Cage Homologation Application.

5.6 **Construction Specification for Single Seater and Sports Racing Cars:** Single Seater and Sports Racing Cars with Safety Rollbars/Cages homologated after 1 January 2011 shall comply with the requirements of FIA Appendix J, or the requirements of this Schedule.

Unless otherwise specified within a dedicated technical schedule issued by an overseas ASN or the FIA, the following Safety Rollbar/Cage construction specifications shall apply. Where composite materials are used in the construction of the vehicle safety structure (chassis/safety cell or Safety Cage) refer to FIA Appendix J Article 275 and Article 259 for Single Seater and Sports Racing Cars respectively. Refer also to the MotorSport NZ Guidelines for Safety Cage Homologation for more information on the homologation requirements.

(1) Specification for Single Seater vehicles:

(a) All designs shall incorporate a Main rollbar (being the principle rollbar), a Front rollbar (being the forward most rollbar) and Lateral Bracing stay/s in compliance with the following,

(b) The Main rollbar and the Front rollbar shall be positioned symmetrically to the longitudinal centre-line of the vehicle, with the main rollbar positioned rearward of the driver, and the front rollbar positioned forward of the steering wheel (to a maximum of 250mm), and

(c) The Main rollbar shall extend transversely across the cockpit with the outer most edge extending at least 100mm beyond the drivers' helmet when in their normal seated position, and

(d) The minimum height of the Main rollbar shall be dictated by the calculated height necessary to ensure that the drivers' helmet remains 50mm below an imaginary line drawn between the tops of the Main and Front rollbars (refer diagram 5.1), and

(e) Either two(2) rearward or two(2) forward facing bracing stays shall be fitted with symmetrical connection to the Main rollbar within 150mm of the top bend. Alternatively, a single rearward facing bracing stay is authorised where its top connection is positioned centrally to the top of the Main rollbar. Braces shall exceed an angle of 30° from the vertical and be straight, and

(f) The bracing stays shall be directly welded or demountable joints (defined by diagram 5.4(10)(a) and 5.4(10)(b)) may be used, except joint 5.4(10)(b)(C) is not authorised, and

(g) The tubes used for the Main and Front rollbars shall be made from SAE 4130 CDS tube or equivalent material and be at least 35mm in diameter and have a wall thickness of at least 2.5mm. The tubes used for the braces shall be of the same material and wall thickness, however the diameter may be reduced to not less than 26mm.

(2) Specification for Sports Racing Cars;

(a) All designs shall incorporate a Safety Rollbar in compliance with the requirements of Part Two Article 5.4(1), and

(b) The Main rollbar shall extend transversely across the full width of the cockpit with the outer most edge extending beyond the Occupant's shoulders when in their normal seated position, and

(c) The Main rollbar shall be no further than 250mm rearwards of the normally seated Occupant(s), and

(d) For all vehicles two(2) Lateral Bracing stays shall be fitted in accordance with Part Two Article 5.4(3). Where Backstays are used an optional single forward facing

brace that extends from a central position on the Main rollbar to the passenger floor area may also be fitted.

For Open Vehicles only, the two(2) Backstays may be replaced by two(2) forward facing Lateral Bracing stays, and

(e) The Diagonal shall join the Main Rollbar within 100mm of the attachment point on the chassis at the lower point and within 100mm of the centre of the top bend of the main Rollbar at the upper end.

(f) A Front rollbar is optional and may be incorporated as part of the vehicles frame forward of the steering wheel.

(3) **Single Seater and Sports Racing Car Safety Cage Mounting:** The Main and Front rollbars should ideally be an integral part of the vehicles space-frame construction although these rollbars may be welded directly to the vehicles' space-frame/chassis, in which case framework reinforcements shall be incorporated with the attachment points located so that potential loads may be fed into the substantial structure of the vehicle's frame.

5.7 **Alternative Design:** Safety Cages that may differ from the minimum Material and Design specifications of this Schedule shall be classified as 'Alternative Design'.

Constructors shall submit details of their alternative design, to MotorSport NZ for consideration, prior to construction.

All the design variations must be identified; in particular the material specification and dimensions, the optional reinforcing members, and the mounting details. Construction under alternative design shall also require certification by a qualified Engineer, representing the constructor. The design must be shown to withstand the following stress minima in an engineering report with supporting calculations. This report must accompany the Safety Cage Homologation Application.

(1) All Vehicles except Single Seater and Sports Racing Cars: Shall comply with the following: For these calculations it shall be taken that only the forward lateral, main rollbar and backstay footings are rigidly mounted.

W = weight of the vehicle + 150 kg.

(a) **Arithmetic vertical static load test on the Main Rollbar:**

0.075 W kN vertical uniformly distributed load 100mm in length 250mm in width and 40mm in depth shall be applied centrally to the top of the main rollbar in a vertical direction.
At no point shall the stress achieved in structure exceed the tensile strength of the material, and deformation shall not exceed 50mm in the direction of the applied load.

(b) **Arithmetic static load test on the Front Rollbar:** Where the structure is asymmetrical this load shall be applied to both sides of the vehicle.

0.035 W kN load shall be applied to the top of the front rollbar (at the intersection of the forward lateral and windscreen bar) directed downward, and to the front of the vehicle at an angle of 5° relative to the horizontal, and to the exterior of the vehicle at an angle of 25° relative to the horizontal in accordance with diagram 5.7(1)(a) and 5.7(1)(b).

At no point shall the stress achieved in structure exceed the tensile strength of the

material, and deformation shall not exceed 100mm in the direction of the applied load.

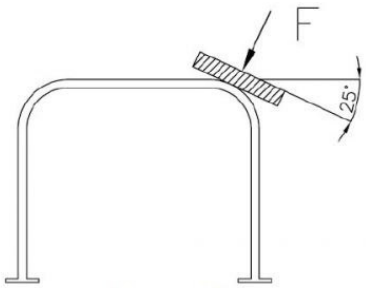


Diagram 5.7(1)(a)

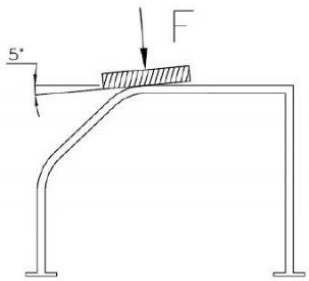


Diagram 5.7(1)(b)

(c) Arithmetic static side load test on the Main Rollbar: Where the structure is asymmetrical this load shall be applied to both sides of the vehicle.

0.035W* kN uniformly distributed load 450mm in length shall be applied horizontally to the vertical leg of the main rollbar 550mm above the main rollbar footing.

At no point shall the stress achieved in structure exceed the tensile strength of the material, and deformation shall not exceed 50mm in the direction of the applied load.

(2) **Single Seater and Sports Racing Cars**: Shall comply with the following: For these calculations it shall be taken that only the Forward lateral, Main rollbar and Lateral Bracing stay footings are rigidly mounted.

(a) Arithmetic static load test on the Main Rollbar:

13.2 kN laterally, 49.5 kN longitudinally in a reward direction, and 66 kN vertically shall be applied to the Main rollbar simultaneously.

Additionally, but in a separate test; 13.2 kN laterally, 13.2 kN longitudinally in a forward direction, and 66 kN vertically shall be applied to the Main rollbar simultaneously.
At no point shall the stress achieved in structure exceed the tensile strength of the material, and deformation shall not exceed 50mm in the direction of the applied load.

(b) Arithmetic static load test on the Front Rollbar:

75 kN vertical load shall be applied to the top of the Front rollbar.

At no point shall the stress achieved in structure exceed the tensile strength of the material, and deformation shall not exceed 50mm in the direction of the applied load.

(3) **Safety Harness Bar:** If the minimum material dimensions as detailed in the chart under Part Two Article 5.2 are not complied with, the resistance of each anchorage point must be subject to calculation and included in the engineers report. The report must clearly demonstrate that the safety harness bar withstands a static loading of 1470daN per harness attachment point without breakage.

6. Homologation Application Process for Safety Rollbars and Safety Cages:

6.1

(1) Make application through the MotorSport Online system, or alternatively, complete form T002, available from the MotorSport NZ website, which shall be completed by the constructor / manufacturer and submitted to the MotorSport NZ administration office together with quality photographs of the unpainted structure and the current fee.

(2) Only correctly completed applications with accurate information with clear and close-up photographs will be able to be processed. It is imperative that the application is completed by someone suitably qualified to do so.

(3) Advice on the completion of the application should be sought from the Technical Department wherever there is any doubt.

(4) Once issued the Certificate shall be contained in the vehicles MotorSport NZ logbook and the homologation process will be completed with a physical inspection of the structure by an experienced Scrutineer.

7. First Aid Kit Contents: The following items must be contained as a minimum:

- Crêpe Bandage.
- Adhesive Tape; eg. Leucoplast or Leucopore or similar.
- Small Dressing Strips; eg. Handiplast, Bandaid, Elastoplast or similar.
- Wound Dressing Pads; Medium and Large. (For application to wounds or for bleeding)
- Pain Relief Tablets; eg. Aspirin, or Paracetamol. (not including Codcomol, Digesic or other drugs as banned by Drug Free Sport NZ)
- Adaptic [or similar paraffin gauze dressing] and/or 'Second Skin' [or similar dressing].
- Gauze Swabs or Telfa or Curity.
- Arm Sling and two(2) Safety Pins.
- A minimum of two(2) Thermal Blankets; eg. Sirius.
- Scissors and/or clothing shears.
- Saline (sodium chloride 0.9%) 5 x 30 ml or equivalent quantity for irrigation of eyes and wounds.
- Latex Surgical Gloves; two(2) pairs.

APPENDIX TWO

SCHEDULE A – DRIVER AND VEHICLE SAFETY

Amendment Number	Date published	Date implemented	Article Number

Part Three

Article 1 Electric and Hybrid Powered Vehicles

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Textual changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part Three

1. **Electric and Hybrid Powered Vehicles**: For information pertaining to electric or hybrid powered vehicles refer to FIA Appendix J Article 253 Article 18, Specific Requirements for Electrically Powered Vehicles.

APPENDIX TWO

SCHEDULE H – EVENT SAFETY

Amendment Number	Date Published	Date Implemented	Article Number
36091	2 July 2024	2 July 2024	Part Two, Article 3, 4, 6, 7
36028	1 March 2021	1 March 2021	Part Four, Article 4
36011	18 July 2019	18 July 2019	Part Two, Article 6
36009	11 July 2019	11 July 2019	Part Four, Article 1 and 2

Part One – Objects and Reporting Requirements

Article 1 Object

Article 2 Accident and medical reporting

Part Two – Race Events

Article 1 Safety Plan

Article 2 Control of Event

Article 3 Supervision of the Circuit

Article 4 Signalling

Article 5 Intervention

Article 6 Intervention Vehicles

Article 7 Event Practice

Article 8 Specific Requirement for Truck Race Interventions

Part Three – Rallies and Rallysprints

Article 1 Safety Plan

Article 2 Control of Event

Article 3 Safety of the Public and Officials

Article 4 Safety of the Competing Crews

Part Four – ClubSport Events

Article 1	Safety Plan
Article 2	Control of the Event
Article 3	Safety of the Public and Officials
Article 4	Safety of the Competing Crews

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Objects and Reporting Requirements

1. Object:

1.1 This Schedule shall define the aims and organisation of the supervision of the road and emergency services and establish the rules to be observed in achieving these objectives.

1.2 The supervision of the road is intended to maintain safe conditions for the running of the Meeting or Event and the emergency services to provide the specialised support necessary to this end.

1.3 Throughout this Schedule all operations are under the overall control of the Clerk of the Course or Race Director except for Events where MotorSport NZ appoints an Event Director. On such Events the Event Director will assume over riding authority and responsibility.

1.4 This Schedule should be read in conjunction with the MotorSport NZ Code of Practice – Fuel Handling. This code is published on the MotorSport NZ website (www.motorsport.org.nz)

1.5 The prescriptions of this Schedule apply to all Events as below and should be read in conjunction with the appropriate Organisers Handbook. Each Handbook details the preferred methods of meeting the (Schedule H) criteria (i.e. the minimum standards deemed appropriate to achieve the criteria):

- Part Two – Race Events;(refer also to the Race Organisers Handbook).
- Part Three – Rally and Rallysprint Events;
  (refer also to the Rally Organisers Handbook).
- Part Four – ClubSport Events;
  (refer also to the ClubSport Organisers Handbook).

Note: *The Organiser Handbooks are available from the MotorSport NZ office or on the website (www.motorsport.org.nz).*

2. Accident and Medical Reporting:

2.1 **Necessity for report:** Whenever an accident occurs, in a Meeting or Event, which causes the hospitalisation of any person or significant distortion of the vehicle's cockpit or cabin, the Organisers will be responsible for ensuring that a detailed report on the circumstances, the injuries and any damage to vehicles, is submitted to MotorSport NZ.

Should an accident occur on a road closed for competition purposes or on a permanent race venue outside of the time limits of a Meeting or Event permit the organisers and/or venue operators are obliged to keep MotorSport NZ fully informed and furnish details of the accident.

Note: *The Accident and Injury Reporting Procedure guidelines are published as MotorSport NZ form MA3, available from the MotorSport NZ website or from the MotorSport NZ office.*

2.2 **Accident Reporting:** The report should be made on the MotorSport Accident Report Form AM001 obtainable from the MotorSport NZ website (www.motorsport.org.nz) and as far as possible include a sketch or photographs of scene made immediately after the accident; a Scrutineers or Technical Officer's report on the condition of the vehicle; medical reports; marshals' and eye witness reports.

2.3 **Medical Reporting:** All medical reporting as required shall be completed using MotorSport NZ On Site Medical Assessment form AM002:

(1) **Mandatory Reporting:** It is mandatory for Organisers to ensure that a medical report is completed and submitted to MotorSport NZ for any injury accident to:

(a) Any competitor who requires hospitalisation, or

(b) Any competitor who the on-event medical staff determine is unfit to compete, or

(c) Any officials, team members / crew, spectators, or any other person, injured as a result of a competition accident.

(2) **Optional Reporting:** Any competitor suffering an impact accident, other than as described above, must be assessed by the on-event medical staff at the earliest opportunity as to whether the competitor is fit to continue competing. Where a competitor is declared fit to compete, the requirement to complete the AM002 form is optional, however in any case shall be reported to the Clerk of the Course.

Part Two – Race Events

Note: *This part should be read in conjunction with Appendix Four Schedule Z.*

1. Safety Plan:

1.1 For each event there will be a Safety Plan. The Clerk of the Course or an assistant will direct its implementation during the Event.

Note: *A Safety Plan template for Race Events may be found on the MotorSport NZ website (www.motorsport.org.nz).*

1.2 This Safety Plan shall include:

(1) A map r drawing of the circuit noting all flag points, MotorSport NZ approved photographer and television camera locations and locations of all other services.

(2) The communications network(s) and personnel on each.

(3) Details of public safety and security measures, and details of authorised areas for accredited media including safety measures and shall name the chief of each of these services directly responsible to the Clerk of the Course or his assistant.

(4) The manning level of flag points.

(5) The Intervention Vehicles locations and manning.

(6) Details of the fuel handling, storage and safety protocols in relation to the Code of Practice – Fuel as applicable to the type of Event being conducted.

(7) The Medical Response Plan detailing the specific medical requirements and procedures to ensure that the appropriate medical personnel and necessary equipment can reach the scene of any incident to render optimum care to any casualty. For each level of competition the plan should include:

(a) The manning and qualification requirements for personnel.

(b) The Medical Intervention vehicle(s) types required and their location(s).

(c) The contact details of the closest emergency service provider location(s) and the quickest method of evacuating injured to the nearest hospital.

(d) (where spectators are allowed access to the Meeting or Event) provisions shall be made to have First Aid facilities available for such cases of spectators either being injured in off-track accidents or taken ill.

Event organisers are advised to liaise with either the District Commander for St John or a registered Medical Practitioner experienced in accident and emergency services for assistance in developing the Medical Response Plan and to ensure that the lines of communication and necessary medical services back up is established.

(8) The Fire Fighting Response Plan detailing the specific fire safety requirements and procedures to ensure that the appropriate personnel and necessary equipment to provide a complete fire extinguishing response and specialist extraction service. For each level of competition the plan should include the Fire Intervention vehicle(s) types required, their location(s), manning requirements and duties. Event organisers are recommended to liaise with the District Fire Commander for assistance in developing the Fire Fighting Response

Plan and to ensure that the lines of communication and necessary back up is established.

1.3 **Permanent Circuits:** Each Safety Plan for a permanent circuit shall be valid for a twelve month period, commencing on 1 August of each year, and shall stipulate the minimum safety requirements in accordance with Part Two Article 1.2 above for the following levels of competition:

(1) **Clubmans permitted Events;** being those Race Events as described in Appendix Four Schedule Z Article 2.1(3)(g), and

(2) **National permitted Events;** being those Race Events as described in Appendix Four Schedule Z Article 2.1(3) (excluding Clubmans Race as detailed in Article 1.3(1) above), and including MotorSport NZ Championships or Sanctioned Series, and

(3) **International permitted Events;** being those Race Events issued with a MotorSport NZ International Permit, which may include MotorSport NZ Championships or Sanctioned Series.

2. **Control of Event:** The Race (Event) Control is the centre of race supervision and direction and should provide the Clerk of the Course and assistants with the facilities necessary to perform these duties in suitable working conditions. The Clerk of the Course or his or her nominee shall remain in the Race Control for the duration of all on-track activities.

3. **Supervision of the Circuit:**

3.1 **Event Control:**

(1) **Control room:** A control room, be it a permanent or temporary facility, is the centre of operations for the Event and shall be equipped with the most suitable means of equipment to allow the Clerk of the Course and/or Assistant to communicate quickly with all services necessary for the safe running of the meeting or event. Ideally this room should be soundproofed to minimise external noise.

(2) **Equipment:** The Race Control shall be provided with:

(a) A telephone and/or radio communication with each flag point, safety car, intervention vehicles, rescue services and general service network.

(b) A telephone connected with a national network.

(c) An adequate means of voice communication with officials at track level.

(d) A means of voice communication from the control room to the pit / paddock area for the purpose of communication with competitors and teams. This shall be accomplished by either a public address system and/or by radio communication on a separate channel to any used by Event Officials (“race radio”).

(e) The main or overriding control unit for a MotorSport NZ approved signal light system, where such system is utilised.

(3) **Duties of Race Control:** The Clerk of the Course or nominee in charge of the Race Control is responsible for;

(a) Authorising the deployment of any emergency service as shall be deemed necessary, and

(b) The surveillance of the track by the naked eye or a closed circuit television system. Any portion of the circuit not able to be observed thus shall have Observers, able to communicate directly with Race Control, positioned, and

(c) Ensuring that a proper log reflecting all flag and observers' reports is kept so that action may be taken where appropriate.

(d) Further, it shall at all times be his responsibility to see that the competition is run in full compliance with the National Sporting Code its Appendices, Schedules and the Supplementary Regulations for the event.

3.2 Operation:

(1) Closing of the Circuit: Before the start of any part of an Event, or if the circuit has been re-opened, it is the duty of the Clerk of the Course or nominee, to undertake the closing of the road, ensuring that the road is quite free from any obstacle, all observers and marshals, emergency service personnel and equipment are duly posted and all access ways onto and off the track are closed.

(a) The closing of the circuit can be achieved by;

(i) Unobstructed visual contact around the entire track, or

(ii) By communication with each flag and observation point, or

(iii) By use of a Course car.

(b) Where a Course car is used the following precautions must be respected:

(i) The Course car closing the circuit must never overtake and leave behind any other vehicle running on the circuit.

(ii) The officials in the Course car must report to the Clerk of the Course on completion of the reconnaissance lap.

(2) **Reopening the Circuit:** After the end of the event or when a long break is anticipated, the Clerk of the Course or nominee shall undertake the opening of the circuit by;

(a) Unobstructed visual contact around the entire track, or

(b) By communication with each observation point.

After which service vehicles can enter to collect service personnel and equipment and remove broken-down cars and wreckage.

3.3 Flag Points:

(1) These points provide surveillance of the circuit and its immediate surroundings and shall be manned as detailed in this Article except for Truck races or Truck practice sessions.

For all Truck practice, qualifying sessions and races, all personnel on flag points shall vacate the points and retire to a position of safety behind second line of protection.

The only exceptions being specific locations approved by the MotorSport NZ Circuit Safety Department and are limited to:

(a) The flag point in closest proximity of the start finish line, and/or

(b) Any other specific points which;

(i) Afford at least two(2) lines of protection, and

(ii) Have good line of sight for the competitors, and

(iii) Are in a position approved by the Circuit Safety Department.

These points shall be used to display any flag or light signals requested by the Clerk of the Course.

(2) Number and location: These are determined by the MotorSport NZ Circuit Safety Department and are detailed on the Venue Licence.

(3) Protection: The points must be situated so that only in the case of an incident should their staff be compelled to operate unprotected.

(4) Equipment: Each point shall be provided with:

(a) A communication system that enables clear and unobstructed communication with Race Control.

(b) A set of signalling flags for use under the supervision of the senior flag marshal attached to the point; each set to include two(2) yellow flags. Any supplementary or relay points must also be equipped with appropriate set of flags.

(c) One(1) portable fire extinguisher of at least 4Kg capacity in cases where the point personnel are required to act as first intervention.

(d) One(1) or more stiff brooms.

(e) A quantity of oil absorbing material.

Notes:
1. *If a signal light system is used, the flags referred to in (b) are to be used only in case of failure of the light system.*
2. *The equipment in (d) and (e) can alternatively be available from a suitable Track Maintenance vehicle.*
3. *For the specific points referred to as supplementary or relay points in (4)(b) of this Article the minimum equipment required is a communication system with the Clerk of the Course and yellow and red flags or lights.*

(5) Flag Point Staff:

(a) Each flag point during official practice/qualifying sessions and racing shall be placed under the responsibility of a Post Chief with at least one(1) more person who has received training in the duties of a flag marshal.

(b) Where a MotorSport NZ approved signal light system is used manning may be reduced to one(1) flag marshal per flag point, except that in the event of signal light failure, all on-track activities must immediately be halted until either the signal light system becomes operational, or the flag point manning levels are increased to the levels described in (5)(a) above.

(c) For other practice sessions it is permitted to reduce the minimum staffing level to one(1) on the proviso that any session will be immediately stopped in the event of any accidents in the sector of responsibility of the point.

(d) For Clubmans permitted Events or Events issued with a MotorSport NZ permit and for that Meeting or Event other practice sessions it is mandatory only to man the flag points marked “compulsory manning” on the Venue Licence. Ideally those marked Clubmans optional should also be manned if available trained staffing permits.

(e) Marshals should not wear clothing similar in colour to any signalling flag, particularly red or yellow.

(6) Duties: The Post Chief must maintain communications with Race Control and each point shall:

(a) Warn drivers by means of signalling of any danger or difficulty, which they are unable to foresee, and

(b) Report immediately to Race Control any incidents, which occur within the zone limits or sector of responsibility of the point, and

(c) Report to Race Control any unsporting or dangerous behaviour, particularly with regard to code of conduct (refer Appendix Four Schedule Z), and

(d) Maintain its sector of the circuit clean and clear of obstacles, attempting to remove any spilled oil, unless expressly requested not to, with the aid of an absorbent substance, brooms and spades.

(e) Report to Race Control any incidents concerning spectator safety or security.

(f) Not leave the point before the circuit has been declared open at the end of an event.

(7) Interventions: It is normally the duty of the crash/rescue marshals to make the first intervention in case of an incident, any variance from this procedure will be detailed in the Event Safety Plan.

(8) Driving Standards Observers: These Observers shall be positioned behind an approved first line of protection.

4. Signalling:

4.1 In the supervision of the circuit, the Clerk of the Course (or the assistant) rely largely on the use of signals to contribute to the driver’s safety and enforce the regulations.

(1) Daytime: Signals are given in daytime either by:

(a) different coloured flags, or alternatively

(b) A MotorSport NZ approved signal light system. Where a signal light system is used, each flag point must be equipped with the full set of flags in case of equipment failure. Additionally, all competitors must be briefed on the usage of the lights and the process to be followed in case of signal light failure.

Note*: The flags and boards that are only displayed at the start/finish line shall still be used.*

(2) Night time: Signals are given at night by a MotorSport NZ approved signal light system, or alternatively, by a minimum of a red light and a yellow light at each point. All competitors

must be briefed on the usage of the lights and the process to be followed in case of signal light failure.

4.2 Flags and signal light system:

(1) Use of Flags or signal light system: Flags or an approved signal light system will be used during both practice and racing. The reasons for use and meanings attributed to these signals are detailed in Appendix Four Schedule Z.

(2) Flag signals used exclusively by the Clerk of the Course or their nominee: These flags, with the exception of the starting or finishing flag may be authorised to be displayed at places other than the Start Line should visibility, length of the circuit or the speed of the cars make this advisable.

(a) Starting Flag:
Usually the New Zealand flag.
Note 1: *Should this not be the case, the colour of the flag, which must not cause confusion with any already existing flag, must be specified in the Supplementary Regulations.*

(b) Finishing flag:
A black and white chequered flag.

(c) Red flag:

(d) Black and white flag:
Flag divided into black and white halves split diagonally.
Note 2: *Shown together with a white number on a black signalling board that includes the words Time Penalty, or*
Note 3: *Shown together with a white number on a black signalling board.*

(e) Black flag:
Note 4: *Shown together with either a white number on a black signalling board, or*
Note 5: *Shown together with a white number on a black signalling board that includes the words Drive Through Penalty.*

(f) Black flag with orange disc (40 cm in diameter):
Note 6: *Shown together with a white number on a black signalling board.*

(3) Flags used at the Flag points: Flags used by the marshals shall be shown stationary (least danger) or waved (danger extreme, caution required). Depending on the severity of the incident, the Yellow and/or Yellow with Red Stripes flags may be displayed double waved.

(4) Light signals at the flag points: A MotorSport NZ approved signal light system may replace the following flags, and shall convey the following meanings:

(a) One(1) yellow light illuminated – same meaning as one(1) waved yellow flag.

(b) Yellow light(s) divided into two equal segments, each alternately flashing – same meaning as two(2) waved yellow flags.

(c) The letters ‘S C’ illuminated – same meaning as the Safety Car Board as described in Appendix Four, Schedule Z.

(d) Green light illuminated – same meaning as green flag.

(e) Blue light illuminated – same meaning as blue flag.

(f) Yellow light with red strips flashing – same meaning as yellow with red stripes flag.

(g) Red light – same meaning as red flag and may only be used under the direction and control of the Clerk of the Course.

(h) White light – same meaning as a white flag.

(5) Flag or light signals at pit exit: Lights are the preferred option.

(a) During Practice / Qualifying two(2) signals are required:

(i) A red flag or red light(s), visible to pit lane only, denoting that the pit exit is closed.

(ii) A green flag or green light(s) used to show that the pit exit is open. This signal informs the driver that on exiting the pits there is no immediate traffic at the blend line onto the circuit proper.

(b) During Racing three(3) signals are required:

(i) A red flag or red light(s), visible to pit lane only, denoting that the pit exit is closed.

(ii) A green flag or green light(s) used to show that the pit exit is open. This signal informs the driver that on exiting the pits there is no immediate traffic at the blend line onto the circuit proper.
Note: *For races only, the green light is only illuminated prior to the start procedure to allow cars to exit the pit on their preliminary lap, after that the light is turned off.*

(iii) A blue flag or blue light(s) flashing, visible to pit lane only, is shown to any driver exiting the pits during a race to exercise caution as there is likely to be a vehicle already on the circuit proper close to or in the blend line area.

5. Intervention:

5.1 **Definition:** Fast intervention vehicles are an essential part of circuit emergency equipment and provide the specialist intervention that may be required at any accident on the circuit or in the pits and paddock area. Intervention vehicles are defined as:

(1) Course Car

(2) Safety Car

(3) Fire Fighting Intervention Vehicles

(4) Medical Intervention Vehicles

(5) Rescue Intervention Vehicles

(6) Extrication Intervention Vehicles

(7) Other Vehicles

5.2 **Duties:** There are three main areas of responsibility of intervention these being rescue, firefighting and medical.

6. Intervention Vehicles:

6.1 Course Car:

(1) Type / Equipment: The Course Car shall be a vehicle of either two(2) or four(4) wheel drive with seating for a crew of up to four(4) persons. It should be parked in pit lane to facilitate access by the Clerk of the Course and should have:

(a) Flashing yellow / amber light(s) the roof, and

(b) Two-way radio communication with Race Control.

Note: *The vehicle's emergency (hazard) flashers may be used in lieu of flashing roof lights.*

(2) Manning: The Course Car shall be manned by the Clerk of the Course or their nominee as required.

(3) Duties: For use by the Clerk of the Course or their nominee for course clearance and attending incidents as required.

6.2 Safety Car:

(1) Type / Equipment: The Safety Car shall be a vehicle of either two(2) or four(4) wheel drive with seating for a crew of up to four(4) persons and shall have:

(a) The words "Safety Car" in letters of similar dimensions to those of the race numbers, on the rear and sides, and

(b) Flashing yellow / amber lights on the roof, and

(c) A green light installed in a position easily seen by the driver of a competing car following. This light being controlled by the observer and used in re-establishing the correct race order behind the Safety Car, and

(d) Two-way radio communication with Race Control.

(2) Manning: The Safety Car crew shall be attired in fire resistant clothing including gloves and shall:

(a) Be driven by an experienced circuit driver who shall hold either a current C2 Grade competition licence, or has previously held an equivalent grade competition licence.

(b) An observer is required and shall be a person capable of recognising the competing cars and who is in permanent radio contact with Race Control. The observer shall convey instructions to following competitors by means of the green light.

(3) Duties: The Safety Car will:

(a) Be brought into operation to neutralise a race upon the sole decision of the Clerk of the Course, or

(b) Act in an intervention role if and when requested by the Clerk of the Course.

6.3 Fire-Fighting Intervention Vehicle(s):

This service is intended to combat fires resulting from incidents on the track, pits or paddock. It will act as a back up to the roles of the Rescue Intervention and Extraction Intervention services.

(1) Type / Equipment: Shall be a vehicle of either two(2) or four(4) wheel drive with seating for a crew of up to four(4) persons. It should be parked in pit lane to facilitate access by the Clerk of the Course and should have:

(a) Flashing yellow / amber light(s) the roof, and

(b) Extinguishants: Appendix Two Schedule A details the type of extinguishants considered suitable for dealing with vehicle fires. Event organisers are recommended to liaise with the District Fire Commander on extinguishants suitable for all other fire risk.

(2) Duties: To act as second intervention and must fulfil two basic requirements:

(a) To reach the fire and isolate the driver from it within the shortest time, and

(b) To have adequate and appropriate means to completely extinguish the fire, or suppress the fire until further fire service units attend.

6.4 Medical Intervention Vehicle(s): The circuit medical service is organised in order to come to the aid of drivers or any other persons injured in accidents occurring on the circuit during a Meeting or Event and including all official practice/qualifying.

(1) Type / Equipment: Shall be an ambulance or equivalent, as determined by the District Ambulance Commander, equipped to provide appropriate medical care and has the ability to transport patients under emergency conditions on public roads.

(2) Manning: For all Race Meetings or Events irrespective of event permit status the person responsible for Medical services shall act at all times under the authority of, and have adequate means of communication with, the Clerk of the Course.

(3) Manning Qualifications: The Medical Services shall be at least under the direction of a NZ Ambulance Board Paramedic who:

(a) Is fully conversant with the Event Safety Plan and these regulations, and

(b) Has at least one(1) operational resuscitation unit in an intervention vehicle or inside a permanent or temporary structure.

(4) Duties:

(a) Supply the initial level of medical support required at the scene.

(b) To be able to resuscitate and stabilise the condition of the injured driver or advise the Clerk of the Course on the services required at the scene of the emergency.

6.5 Rescue Intervention Vehicle(s) (First Intervention):

(1) Type / Equipment: There are two types of Rescue Intervention Vehicle:

(a) Quad Bike: These are a four-wheel motorcycle of either two(2) or four(4) wheel drive. The bike shall be equipped with;

(i) A minimum of one(1) flashing beacon, visible from at least 200metres in daylight conditions and visible through a horizontal plane of 360 degrees. These beacons shall be amber in colour. Additionally, extra amber beacons may be fitted as desired. These beacon(s) shall be used whenever the vehicle is moving to an incident and travelling on or near the racing surface, and shall be turned off at all other times.

(ii) Suitable mountings enabling quick release for at least one(1) extinguisher of;

- ABC Extinguishant of 2.0kg capacity, or
- AFFF Extinguishant of 2.4 litres capacity.

(iii) A towrope with a quick method of attachment enabling its use for towing disabled vehicles to a position of safety.

(iv) A method of communication with the Clerk of the Course. The preferred system being a hands free two-way system enabling the rider to communicate directly while either on the bike or at the scene of any incident.

Notes:

1. *A Quad bike is an ideal vehicle for first intervention purposes.*

2. *When using a quad bike for the purpose of towing, the operator must ensure that it is being operated within the manufacturer's specifications for towing.*

(b) Vehicle: A vehicle of either two(2) or four(4) wheel drive with seating for a crew of up to four(4) persons is required to cover such duties as first or second intervention.

(i) These vehicles shall be equipped with a minimum of one(1) flashing beacon, visible from at least 200metres in daylight conditions and visible through a horizontal plane of 360 degrees. These beacons shall be amber in colour. Additionally, extra amber beacons may be fitted as desired. These beacon(s) shall be used whenever the vehicle is moving to an incident and travelling on or near the racing surface, and shall be turned off at all other times.

(ii) The vehicle must be in direct two-way communication with Race Control at all times enabling the Clerk of the Course to be kept fully informed.

(2) Manning:

(a) Quad Bike: The rider should be a person with a sound knowledge of this Schedule and one who can confidently keep the Clerk of the Course appraised of the requirements at any incident scene. All Quad riders must wear an ATV helmet appropriate for quad bike operation.

(b) Vehicle: The driver shall be attired in fire resistant clothing including gloves and a balaclava and the vehicle shall be in direct two-way communication with Race Control at all times enabling the Clerk of the Course to be kept fully informed.

All additional crew must be equipped for the task they are to perform, such as;

- A fire marshal will be equipped in full fire resistant clothing, and
- A Doctor, Paramedic or trained first aid person preferably in coloured overalls or clearly marked clothing so that they are easily identifiable.

(3) Duties:

(a) To have the means and equipment for the release of any persons trapped as the result of an accident on the track, or provide immediate information to the Clerk of the Course on the equipment required to effect the extraction of the driver. It can be integrated with the role of an Extrication Intervention Vehicle or carried out in tandem.

(b) To suppress or extinguish a fire.

(c) To enable any damaged vehicle to be towed to a position of safety by way of a rope.

(d) An intervention vehicle, manned by Intervention, medical and firefighting personnel, shall follow the field for the first lap of any race. Should the speed of the vehicles or the length of the circuit make it impractical for them to cover an entire lap, they should follow the field as far as practical and then take up their allotted positions.

6.6 Extrication Intervention Vehicle(s) (Second Intervention):

(1) Type / Equipment: As detailed for Rescue Intervention Vehicles above.

(2) Manning: As detailed for Rescue Intervention Vehicles above.

(3) Duties:

(a) To be able to remove an injured driver from his car in a condition of safety, and

(b) To suppress or extinguish a fire.

(c) To enable any damaged vehicle to be towed to a position of safety by way of a rope.

6.7 Other Vehicles: Includes such vehicles as recovery trucks, cranes and track barrier repair vehicles:

(1) Type / Equipment: Vehicles should ideally be utility or flat deck light trucks or HIAB-type trucks of either two or four wheel drive capable of crossing all terrain either inside or outside the perimeter of the circuit. These vehicles shall be equipped with a minimum of one(1) flashing beacon, visible from at least 200metres in daylight conditions and visible through a horizontal plane of 360 degrees. These beacons shall be amber in colour. Additionally, extra amber beacons may be fitted as desired. These beacon(s) shall be used whenever the vehicle is moving to an incident and travelling on or near the racing surface, and shall be turned off at all other times.

(2) Manning: The crew should be attired in coloured overalls or clearly marked clothing suitable for the tasks required and such that identifies their role.

(3) Duties:

(a) The removal of damaged vehicles from the circuit, or

(b) The repair of damage to the circuit sustained during competition.

(c) Any other duties as directed by the Clerk of the Course.

7. Event Practice:

7.1 Where a practice day is held immediately prior to, or as part of, a Meeting or Event, the minimum safety levels shall be:

(1) Race Control: Shall be manned by the Clerk of the Course and/or his assistant(s), in sufficient numbers to adequately control the activities on the circuit.

(2) Flag Points: Each Flag Point required to be manned in accordance with Part Two Article 3.3 above, should be manned by at least one(1) marshal, in communication with Race Control, who should be equipped with a minimum of:

(a) One(1) Red flag

(b) One(1) Yellow flag

(c) One(1) Yellow/red striped flag

(d) One(1) portable fire extinguisher of at least 4Kg capacity.

(3) **Intervention Vehicles:** There should be sufficient intervention vehicles commensurate with the total number of practice vehicles, but in any case shall not be below the minimum of:

(a) One(1) Course Car

(b) One(1) Fire Fighting Intervention Vehicle

(c) One(1) Medical Intervention Vehicle

(d) One(1) Rescue Intervention Vehicle

(e) Other Vehicles as required.

For these practice days it is permissible to have one(1) vehicle covering more than one of the above requirements.

7.2 Additionally, the Chief Medical Officer of the Event or their delegated assistant shall be in attendance.

7.3 The emergency services (local hospital, ambulance, fire) are to be advised.

8. **Specific Requirement for Truck Race Interventions**: Throughout the duration of all truck racing or practice Intervention crews and vehicles shall be confined to positions that afford both first and second line of protection or are stationed in the pit lane.

No intervention crew will be deployed without the authority of the Clerk of the Course and not before the practice or race has been stopped.

Part Three – Rallies and Rallysprints

Note: *This part should be read in conjunction with Appendix Three Schedule R and Schedule RS.*

Preamble: This Part deals specifically with Rallies and Rallysprints (which are by their very nature a single stage Rally) from an event organiser's perspective.

1. Safety Plan:

1.1 For each event there will be a Safety Plan. The Clerk of the Course or an assistant will direct its implementation during the Event.

Note: *A Safety Plan template for Rally Events may be found on the MotorSport NZ website (www.motorsport.org.nz).*

1.2 This safety plan shall include:

(1) The location of the Rally Headquarters (Rally Control).

(2) Officials Contact Schedule (the names of the various people in charge);

(a) Clerk of the Course.

(b) Chief Medical officer.

(c) Chief Safety officer.

(d) Safety officers/managers for each special stage.

(3) The addresses and telephone numbers of the various safety services;

(a) Police.

(b) Hospitals.

(c) Emergency medical services.

(d) Firefighting services.

(e) Breakdown services

(f) Red Cross, St John Ambulance (or equivalent).

(4) The full itinerary with detailed road sections.

(5) The safety plan for each special stage, which must list safety officers/managers, emergency services, GPS coordinates for the start, the finish and intermediary points, for that stage, telephone numbers, etc, plus a detailed map of the special stage.

(6) The safety plan must specifically address issues in each of the following areas:

(a) Safety of the public.

(b) Safety of the competing crews.

(c) Safety of the officials of the event.

(d) Fuel safety protocols as described in the Code of Practice – Fuel.

(7) With the exception of Rallysprints, a draft of the safety plan must reach the Permit Issuing Authority at least four(4) weeks prior to the start.

For Rallysprints a draft of the safety plan must reach the Permit Issuing Authority at least three(3) weeks prior to the start.

Any comments on the structure of the plan will be advised by the Permit Issuing Authority as soon as practicable.

2. **Control of Event:** The Rally Headquarters is the centre of the event supervision and direction and should provide the Clerk of the Course and assistants with the facilities necessary to perform these duties in suitable working conditions. The Clerk of the Course or nominee shall remain in the Headquarters for the duration of all competition activities.

Note: *For Rallysprints the control of the event may be in a caravan, tent or large vehicle on site.*

3. **Safety of the Public and Officials:**

3.1 **General Public Safety:** A major priority of the safety plan is to ensure the safety of the general public including spectators, residents and other occupiers affected by the road closures.

3.2 **Refuelling and Servicing:** Where the public is permitted access to areas where refuelling or servicing will take place, consideration to their safety should be outlined in the safety plan.

3.3 **Stage Security Vehicles:**

(1) This group consists of: SAFETY CAR; WARNING CAR(S) (00 and 0); SWEEPER(S).

(2) The stage security vehicles must have an event door banner on the two(2) front doors. This shall carry “SAFETY” or “00” or “0” or “SWEEPER” as appropriate.

(3) The warning and sweeper cars must be equipped with warning roof lights and audible warning system. It is recommended that the safety car carry similar equipment.

(4) The crews of the safety and warning cars must have considerable rally experience and must be able to give the Clerk of the Course full information and comments concerning the conditions along the route.

3.4 **Safety on Road Sections:** The itinerary and time schedule must take traffic conditions and the crossing of built-up areas into consideration.

3.5 **Safety of Officials:** Organisers must ensure that in performing their duties officials are not required to place themselves in danger.

4. **Safety of the Competing Crews:**

4.1 **Safety Services:**

(1) At the start of each special stage (as a minimum):

- One(1) medical first intervention vehicle (FIV);
- First Aid personnel as specified in the current Motorsport Manual;
- Suitable communications equipment to maintain contact with HQ.

(2) At the intermediary points on the route for long stages (greater than 30km):

- One(1) medical first intervention vehicle;
- First Aid personnel as specified in the current Motorsport Manual;
- Suitable communications equipment to maintain contact with HQ.

(3) At the finish of each special stage (as a minimum):

- One(1) fire extinguisher of a minimum capacity of 4kg;
- Suitable communications equipment to maintain contact with HQ.

Note: *For Rallysprints at least one(1) intermediary point shall be established for communication purposes only, refer Part Three Article 4.3*.

4.2 Preventative Measures (Signalling and road markings):

(1) Roads and access roads leading to stages must be closed to traffic. This must be done in the following manner:

(a) Major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, and

(b) Short no-exit roads (e.g. to farms, etc) must be blocked or taped in accordance with the event taping policy.

(2) It shall be the responsibility of the Safety Car to check that the appropriate closure method is in place and to immediately advise the Rally HQ (rally control) of any omissions which must be rectified prior to the commencement of the special stage.

4.3 Supervision:

(1) For events not utilising a Rallysafe or similar approved Safety Tracking System only, a communication network (set up approximately every 15km) unique to each special stage, and in direct contact with Rally HQ, must be established to allow the vehicles to be tracked and the running of the rally to be supervised.

(2) The tracking of vehicles, on the special stage, must be carried out either at Rally Headquarters (rally control) or by the special stage safety officer. Some form of tracking chart (electronic or otherwise) should be used either on the special stage by the special stage safety officer or at rally headquarters. Each organiser must draw up, and show in the safety plan, this procedure for tracking vehicles and must also list the procedure to be followed in the event of a missing competitor.

(3) Each communication point shall be identified in the road book and by a sign at least 550mm in diameter, bearing the communication point symbol. The sign symbol must be in black on a blue background.

(4) In addition there should be a yellow warning sign 100m prior to the communication point.

(5) Any FIV within a stage must be in direct communication with Rally HQ. An additional sign (red cross) should be located beneath the communication point sign at this point.

(6) For Rallysprints, at least one(1) communication point mid stage shall be established and able to communicate directly with event control as well as the start and finish points.

4.4 Evacuation:

(1) Evacuation routes should be planned for each special stage. They must be clearly shown in the safety plan (by a map or diagram).

Part Four – ClubSport Events

Note: *This part should be read in conjunction with Appendix Five, Schedule C and Schedule DR.*

Preamble: The regulations contained in this Part apply to all ClubSport Events as defined in Appendix Five with the exceptions of;

(1) Motorkhanas, and

(2) Sporting Trials, and

(3) Car Trials, and

(4) Regularity Trials.

For Motorkhanas given the nature of such events a safety plan is not a prerequisite however organisers are advised to consider the basic safety measures detailed in Article 1.2(1), (2) and (3) of this Part when planning events.

For Sporting Trials the event safety requirements will be specified in Appendix Five Schedule CK available as a separate booklet from MotorSport NZ.

For Car Trials the event safety requirements will be specified in Appendix Five Schedule T available as a separate booklet from MotorSport NZ.

For Regularity Trials the safety planning requirements as detailed in Part Two of this Schedule should be applied as if it was a Clubmans Race event.

1. Safety Plan:

1.1 For each event there will be a Safety Plan. The Clerk of the Course or an assistant will direct its implementation during the event.

Note: *A Safety Plan template for ClubSport Events may be found on the MotorSport NZ website (www.motorsport.org.nz).*

1.2 The plan may differ in its complexity between the levels required for the varying types of ClubSport events but in all cases shall describe the steps the organisers will take to:

(1) Protect the public and spectators;

(2) Protect the officials;

(3) Protect the competitor;

(4) Provide fire, medical and rescue services in the event of an accident;

(5) Recover vehicles involved in accidents;

(6) Provide a set of conditions for continuation of the event after an accident.

1.3 The Safety Plan shall include a diagram of the venue, (preferably drawn to scale), showing the position of any protective barriers, spectator areas, marshal points, medical/first aid units, ambulance, rescue and recovery units, fire extinguishers/appliances as applicable. All roads and other identifying features should be named. It is required to include a GPS reference, which greatly assists all emergency services in any needed deployment.

Note: *In a number of instances organisers after taking into account the layout of the venue may decide to restrict spectator access to a very limited number of areas and designate all the remaining area prohibited access or "no go" areas. In such cases the venue diagram should clearly note these features.*

1.4 The Safety Plan shall include;

(1) The location of the event control post.

(2) The names of the various people in charge,

- Clerk of the Course including any assistants or deputies,
- Safety Officer

(3) The contact details for safety services,

- Police,
- Fire service,
- Hospitals,
- Emergency medical services and
- Breakdown services.

(4) Reference to the Code of Practice – Fuel.

The safety plan shall specifically address issues of spectator, competing crews and officials' safety.

The safety plan shall allow for adequate numbers of marshals to control the event and members of the public. The level of training of these marshals must also be set down.

1.5 A draft of the plan must be submitted to the Permit Issuing Steward along with the event permit application.

Notes:
1. *The Permit Issuing Steward will check the submitted draft for compliance with the regulations.*
2. *The Organising permit will remain provisional until such time as the event safety plan receives approval.*

2. Control of the Event:

2.1 **Event Control Post:** This control post (e.g. caravan, van, tent etc) is the centre of the event supervision and direction and should provide the Clerk of the Course and assistant(s) with the facilities necessary to perform these duties. The Clerk of the Course or assistant(s) shall remain at the control post for the duration of the competition activities.

2.2 **Communication:** The Clerk of the Course must have a means of immediate contact with the start, finish and all intermediate marshal points along with other key officials including Intervention and/or First Aid vehicle/s (e.g. radio).

2.3 **Medical service:** The attendance of a qualified first aid official with a complete first aid kit is compulsory. Included with the first aid kit will be some form of mobile shelter capable of protecting a patient from the elements. Refer to Schedule A Part 2, Article 7 for minimum contents of the first aid kit

3. Safety of the Public and Officials:

3.1 **General Public Safety**: A major priority of the safety plan is to ensure the safety of the general public including spectators, residents and other occupiers affected by the road closures.

Organisers must ensure that adequate information is available for spectators showing clearly how they can get to good safe viewing points. These viewing points need to be constructed and manned in accordance with the layout depicted in the event Safety Plan.

3.2 **Refuelling and Servicing:** Where the public is permitted access to areas where refuelling or servicing will take place, consideration to their safety should be outlined in the safety plan.

3.3 **Event Security Vehicles:**

(1) This group consists of: a Clearance Car and Intervention Vehicle(s).

Note: *It is possible use one(1) vehicle for both roles.*

(2) In cases where it is not possible to view clearly the entire course from the event control post or start line, the Clearance Car shall ensure that the course is clear and that spectators are in areas of safety prior to each round of the competition.

The crew of the Clearance Car should have event organisation and competition experience and must be able to give the Clerk of the Course full information and comments concerning the conditions along the course.

(3) The Intervention Vehicle(s) shall enable a qualified first aid official along with a person capable of operating a fire extinguisher to be transported safely to the scene of any incident immediately on request from the Clerk of the Course.

(4) Ideally the Clearance Car and Intervention Vehicle(s) should be equipped with warning roof lights and audible warning system. The vehicle's hazard flashers should be used if roof lights are not fitted.

4. **Safety of the Competing Crews:**

4.1 **Safety Services:**

(1) **Vehicles:** At the start area of the event (as a minimum):

- One(1) first intervention vehicle (FIV);
- Clearance car.

Note: *It is possible use one(1) vehicle for both roles.*

(2) **Intermediary points on the course:** Except for those events where all parts of the course are clearly visible from the event control post, intermediate marshal posts shall be established along the course in accordance with the course characteristics, bearing in mind light and weather conditions and ensuring that;

(a) No section of the road may escape observation by sight or sound, with the exception of small sections of the course (not exceeding 100m) obscured by a road undulation, buildings, natural landscape or undergrowth, and

(b) Each point has effective and immediate voice communication communications with event control, start and finish line and all other intermediary points.

(3) **Intermediary points function and equipment:** The function is to monitor the progress of cars and report any stoppages or hazards, which occur.

They shall be equipped with;

(a) Red flags to wave at competing vehicles to warn when the road ahead has become unsafe or impassable.

Note: *For those events conducted entirely on a MotorSport NZ licenced circuit, the use of the red lights from an approved signal light system may replace the red flags. Red flags must be immediately available at all points.*

(b) Fire extinguisher with a minimum capacity of 0.9kg.

(c) Effective and immediate voice communication equipment.

4.2 Access roads onto the course:

(1) Roads and access roads leading onto the course must be closed to traffic. This must be done in the following manner:

(a) Major or through roads, or any road along which traffic could be expected, must be blocked and manned by a marshal, and

(b) Short no-exit roads (e.g. to farms, etc) and/or farm access gates must be blocked or taped.

(2) It shall be the responsibility of the Clearance Car to check that the appropriate closure method is in place and to immediately advise the Event Control Post of any omissions which must be rectified prior to the commencement or continuation of the competition.

4.3 Fire Fighting Service: This Service is intended to provide only the basic requirements of a fire resulting from an incident on the course or in the pit paddock area.

In addition to the extinguisher requirements specified for the Intervention vehicle(s) and the intermediary posts fire extinguishers with a minimum capacity of 2kg must be available at the start and the finish.

4.4 Evacuation: Evacuation routes should be planned for and clearly shown in the safety plan (by a map or diagram).

At all times the evacuation routes immediately adjacent to the course shall be kept clear for Fire, Rescue or Ambulances Services to enter or leave the course.

APPENDIX THREE

ADDENDA TO SCHEDULE R

Last updated: 21 February 2021

Amendment Number	Date Published	Date Implemented	Article Number
36025	12 February 2021	12 February 2021	Article R 1 – Standard Road Book for all Rallies

Addenda to Schedule R Articles

Schedule R 1	Standard Road Book for all Rallies
Schedule R 2	Diagram of Advertising and Identification Requirements
Schedule R 3	Directional, Caution and No Entry Signs
Schedule R 4	Rally Control Signs
Schedule R 5	Specimen Time Cards
Schedule R 6	Emergency Sign
Schedule R 7	OK Sign
Schedule R 8	Oil Warning Sign
Schedule R 9	Start and Finish Control Layouts
Schedule R 1	Standard Road Book for all Rallies
Schedule R 2	Diagram of Advertising and Identification Requirements

Note: *Amendments will be visually highlighted for a duration of 24 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Schedule R 1 (a)

Standard Road Book for all Rallies: All road books shall comply with the layout shown in the sample pages following (alternatively the FIA standard may be applied), and with the following requirements:

A: Requirements:

1. Road books must read from top to bottom.

2. Road books shall be bound by means of a plastic or metal spiral allowing an opening of 360°, and if possible so that competitors can insert additional pages. The binding shall be strong enough to resist rough handling.

3. The following information must be included in the road book: (approved forms available via https://motorsport.org.nz/forms/):

3.1 At the front of the road book:

(1) Accident procedure.

(2) Emergency telephone numbers. These emergency numbers shall be repeated in bold type on the inside back cover or below the Red Cross.

(3) An explanation of the signs and abbreviations used.

(4) An itinerary and/or time/distance schedule.

3.2 At the back of the road book:

(1) “Incident Report” sheets.

(2) “Inquiry” sheets.

(3) A competitor “Notification of Withdrawal from Rally” form.

(4) A red “SOS” on the inside back cover (see Schedule R6).

(5) A green “OK” on the outside back cover (see Schedule R7).

(6) A RallySafe (or other MotorSport NZ recognised safety tracking system) Fault reporting form.

(7) For Tarmac Rallies and Targa events a Red and Yellow striped “Oil Warning” sign is to be printed on the page immediately preceding the inside back cover of all A4 size Road Books. Where a Road Book is of a smaller size, a fold out or additional sign must be provided (see Schedule R8).

4. A reference for calibrating the distance on the tripmeter must be given.

5. The following must appear at the top or bottom of each page:

(1) The number of the road section (a road section being between two(2) time controls),

(2) The time allowed,

(3) The distance and the passage controls where used.

6. Each page will be numbered, the numbering being progressive in the same volume.

7. Each piece of information will be numbered and separated from the next by a horizontal stroke. (The number will revert to 0 at each time control).

8. Closely related information (distance under 200m) will not be separated.

9. Any direction, which cannot be defined on the route, will be given in brackets.

10. For each time control, control at the start or finish of a special stage, and passage control, the standardised signs are to be reproduced, and the locations of these controls are to be indicated precisely.

11. The reproduced signs must have their position indicated on the drawing of the route (Tulip diagram).

12. The main signs showing the changes of direction and existing on the route must be printed in boxes, and in the case of a change of direction, all the signs on the route must have the arrow pointing in the true direction.

13. The locations of the various controls must be indicated exactly.

14. Each road section will begin on a fresh page.

15. Special stages should be made to stand out from the rest of the text (with, for example, a frame or the use of a different colour).

Note: *competitor preference is for the Special Stages to be printed on white paper (easier to see the effects of a highlighter on and better to read at night) and Touring Stages to be on coloured paper.*

16. On each drawing, i.e. tulip diagram, the starting point of the drawing will be situated at the bottom and the thickness of the lines will be proportional to the widths of the roads represented.

17. The signs which are reproduced and which do not correspond to the route to be followed but which act as reference points should be crossed out.

18. The spots requiring particular attention must be indicated by 1, 2 or 3 exclamation marks.

19. Indicate surface changes (from tarmac to dirt, from dirt to tarmac).

20. Indicate No Servicing areas with a Thick shaded line to the left of the central vertical line.

21. Each page must have sufficient space for competitors to insert their own comments.

22. The maximum authorised number of drawings per page is 5.

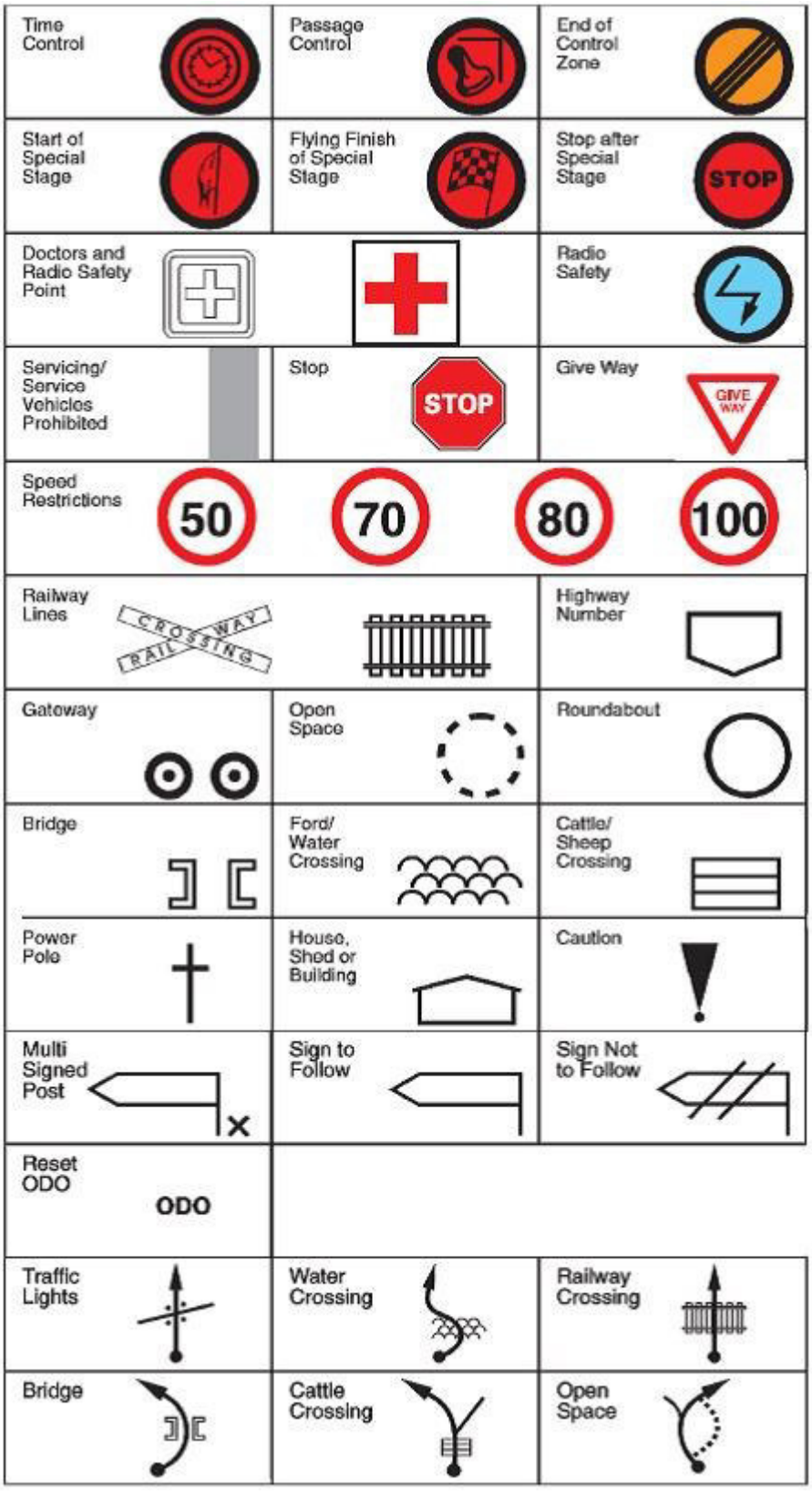
23. The information must be legible (taking into account the fact that it must be read at night in a moving car).

24. In the road book, the safety points must be indicated by the approved sign.

Recommendations:

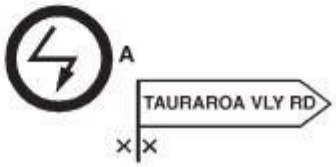
1. Give the average speed of the road sections.
2. For the special stages, give the fastest time set during the previous rally.
3. Put in easily discernible reference points (e.g. town entry signs and speed restriction signs).

Schedule R 1(b) Road Book Symbols



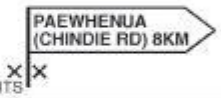
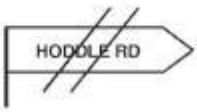
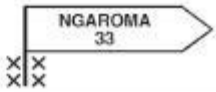
Schedule R 1(c) Example of Road Book Page – Special Stage

TC 10 HODDLE VALLEY	DISTANCE:	LEG: 1	PAGE:
TC 11 TAUPAKI	64.27 Km	SECTION: 3	107
SPECIAL STAGE: 10 9.81 KM HODDLE VALLEY	AVERAGE: 59.3 Km/h	TIME ALLOWED:	1.05 MIN

DISTANCE TOTAL	DISTANCE PART	DIRECTION	INFORMATION	DIST. TOT.
0.00	0.00	1	SS 10 BY LARGE DOUBLE POWER POLE ON LEFT	64.27
4.58	4.58	2		59.69
7.49	2.91	3	WOODEN BRIDGE	56.78
9.81	2.32	4	SS 10 FIRST GATE OF "CHINDIE"	54.46
10.19	0.38	5	SS 10 BY RED POST ON LEFT	54.08

Schedule R 1(d) Example of Road Book Page – Touring Stage

TC 10 HODDLE VALLEY	DISTANCE:	LEG: 1	PAGE:
TC 11 TAUPAKI	64.27 Km	SECTION: 3	108
SPECIAL STAGE:	AVERAGE: 59.3 Km/h	TIME ALLOWED: 1.05 MIN	

DISTANCE TOTAL	DISTANCE PART	DIRECTION	INFORMATION	DIST. TOT.
10.19	0.00	5	SS 10 BY RED POST ON LEFT	54.08
10.36	0.17	6	RALLY TRAFFIC JOINING FROM AHEAD  SERVICE STARTS	53.91
12.48	2.12	7	TARMAC STARTS	51.79
15.03	2.55	8	RALLY TRAFFIC TURNING RIGHT 	49.24
18.18	3.15	9		46.09
	2.18			

Schedule R 2

Illustration R(c1):

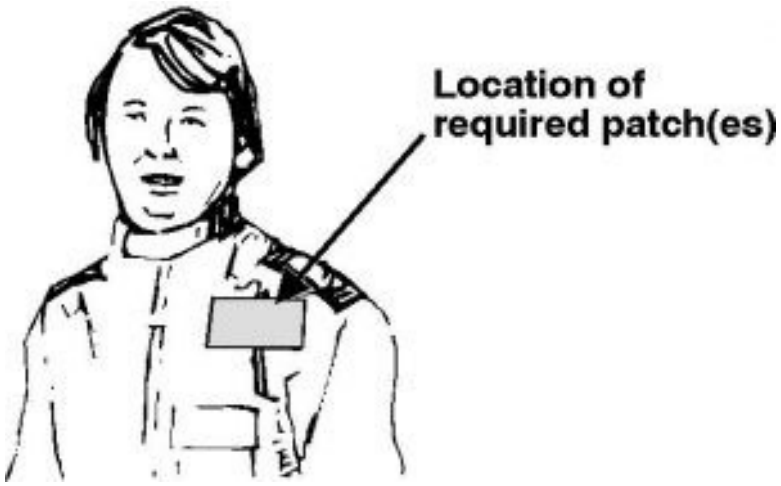
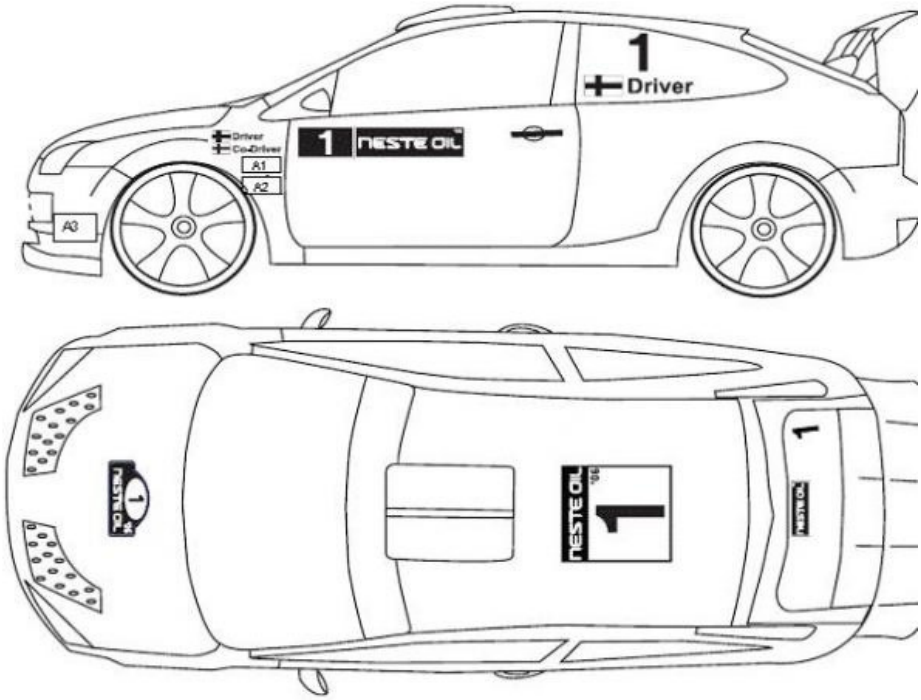


Illustration R(c2):



Location	Size (mm) (H x W)	Comment
Front Plate (Bonnet)	215 x 430	Rally Plate mounted in a suitable location on bonnet with good visibility.
Front Wings (each side)	40mm high	Names of driver and co-driver and their national flags. (Required for the International Events forming part of the NZ Rally Championship).
Front Windscreen	Full Screen Width And 100mm Deep	Reserved for NZ Rally Championship events only
Door Panels	170 x 670	Competition number (front of panel) and remainder reserved for Event Organiser
Rear side window (each side)	250mm high	Competition number, 250mm high with a stroke width of 25mm coloured fluorescent orange
	100mm high	National Flag. (Required for the International Events forming part of the NZ Rally Championship).
		Driver's name (In Helvetica, 100mm high with a stroke width of 15mm, white on a clear background)
Rear Window	100 x 300	Reserved for Event organiser mounted at the top of the rear window.
	140mm high	Competition Number, coloured fluorescent orange
Roof Panel	520 x 500	Competition number. (Required for the International Events forming part of the NZ Rally Championship).
A1 A2	100 x 400 (each)	For Event organisers use. These two(2) spaces stack on top of one another between door banner and rear of front wheel arch
A3	Immediately in front of front wheel	Reserved for Organisers Use (Sponsor logo)

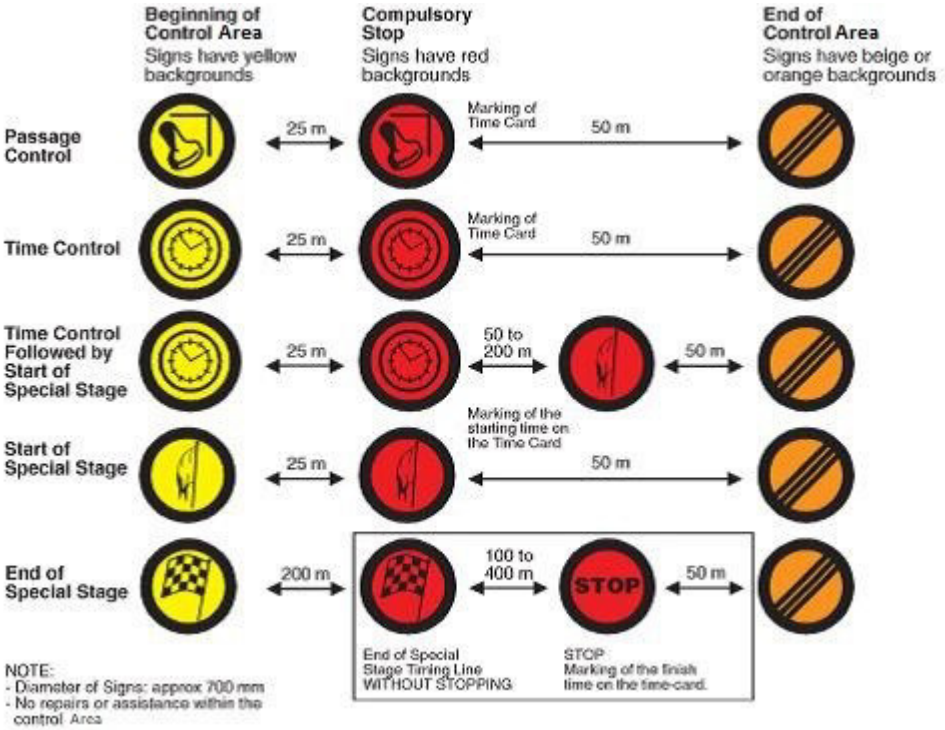
Schedule R 3

Directional, Caution and No Entry Signs

Directional Signs	Caution Signs	No Entry Signs
Minimum Size: 23 cm base, 60 cm long	Minimum Size: 45 cm x 45 cm	Minimum Size: 45 cm x 45 cm
Warning Sign — Sign at Junction Facing Side Red tip — Red Green base Reverse Side Sky Blue	100 m prior to hazard: white reflective sign on black back-ground. At hazard: Red reflective sign on white back-ground.	Face: Black arrow Red bar White back-ground. (NO / GO) Reverse: Red letters White back-ground. (THIS ROAD IS CLOSED / FOR RALLY TRAFIC)

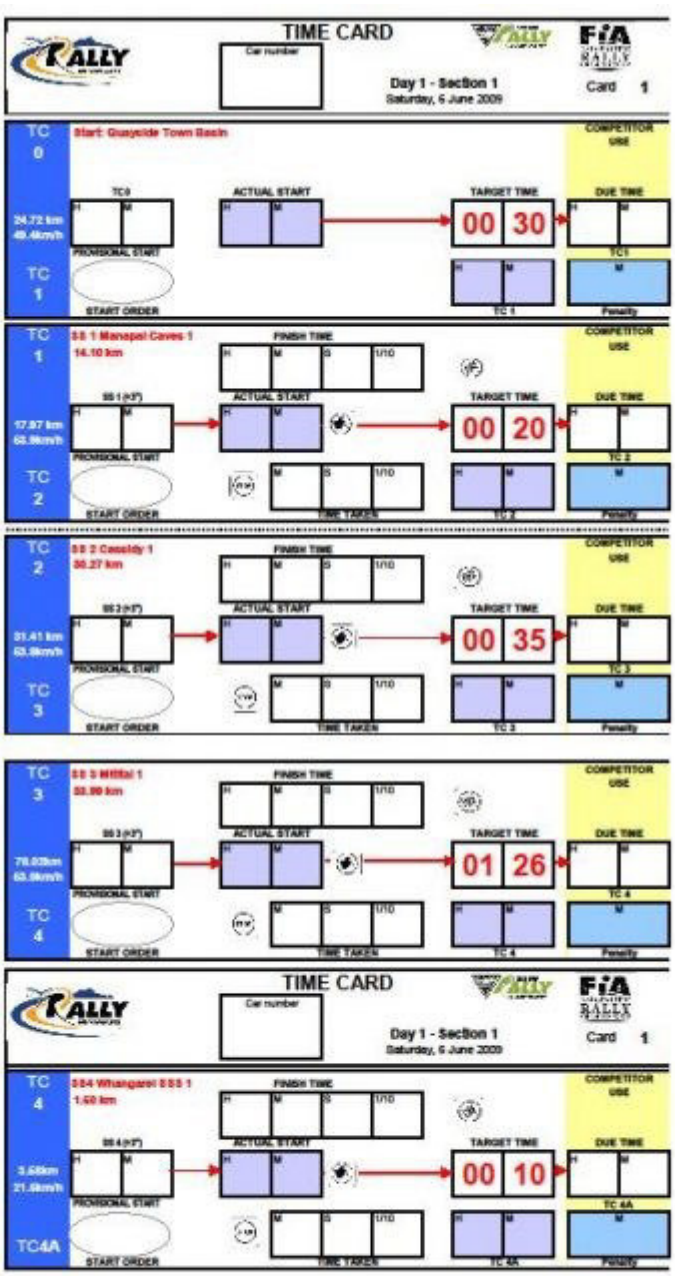
Schedule R 4

Rally Control Signs



Schedule R 5

Specimen Time Cards



TIME CARD
Day 1 - Section 1
Saturday, 6 June 2009
Card 1

Schedule R 6

Emergency Sign:

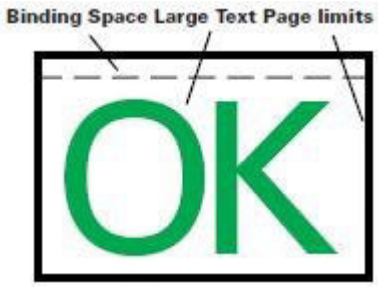
The minimum overall size of the red SOS sign complete with background shall be A4 size.
Where a Road Book is of smaller size, a fold out or additional sign must be provided.
For Road Books of A4 size, the sign shall be printed on the inside of the back cover.
SOS shall be red with a minimum size as shown.
Emergency phone number to be listed in black numbers at least 20mm high.

DISPLAY THIS SIGN TO NEXT DRIVER IF MEDICAL OR FIRE ASSISTANCE IS REQUIRED

Schedule R 7

OK Sign:

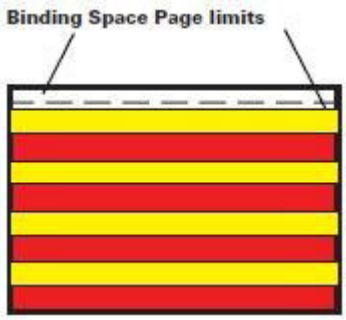
A green “OK” sign is to be printed on the outside back cover of all A4 size Road Books.
Where a Road Book is of smaller size, a fold out or additional sign must be provided.
The lettering is to be of a sans-serif type font large enough to fill the page but still leaving binding room.



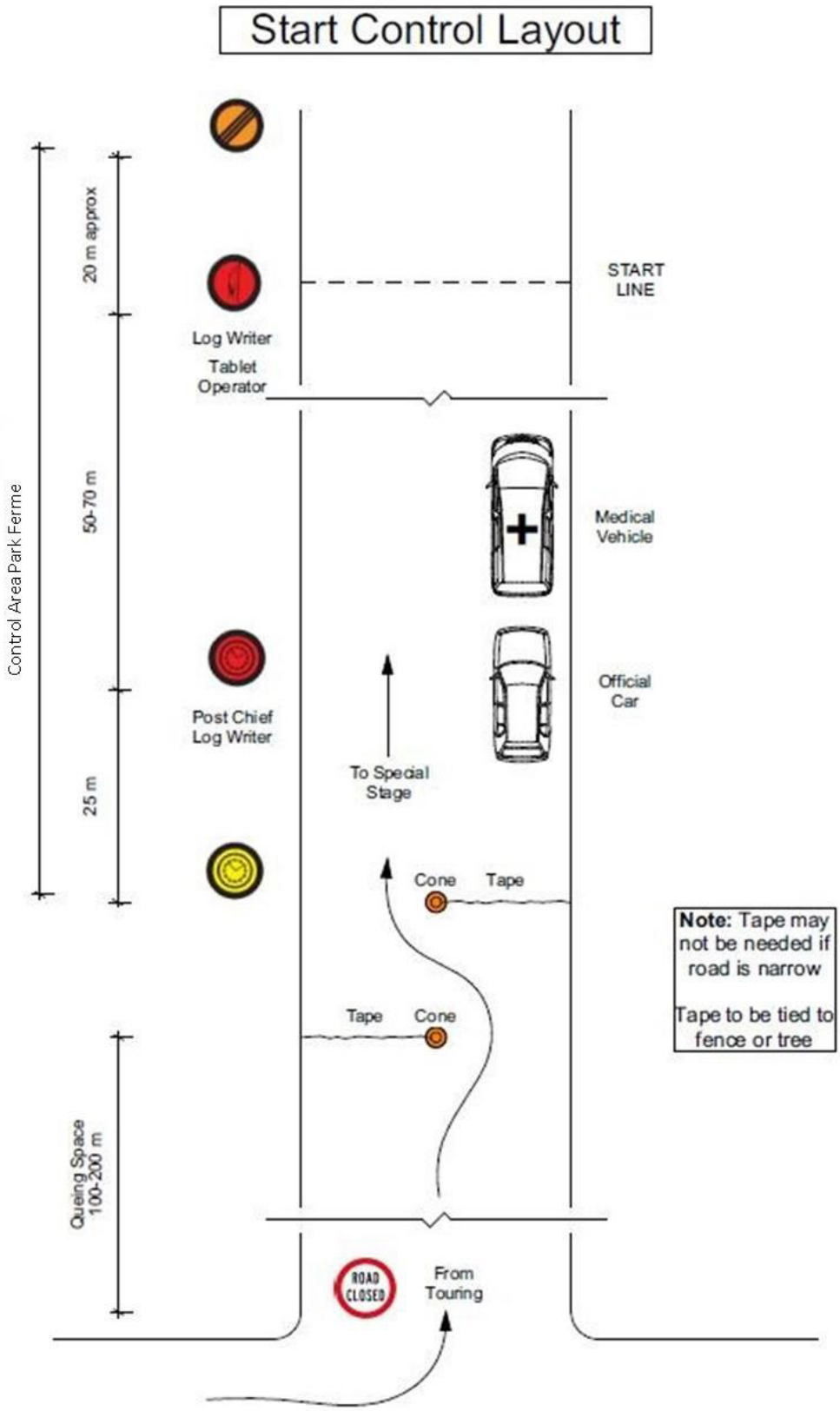
Schedule R 8

Oil Warning Sign:

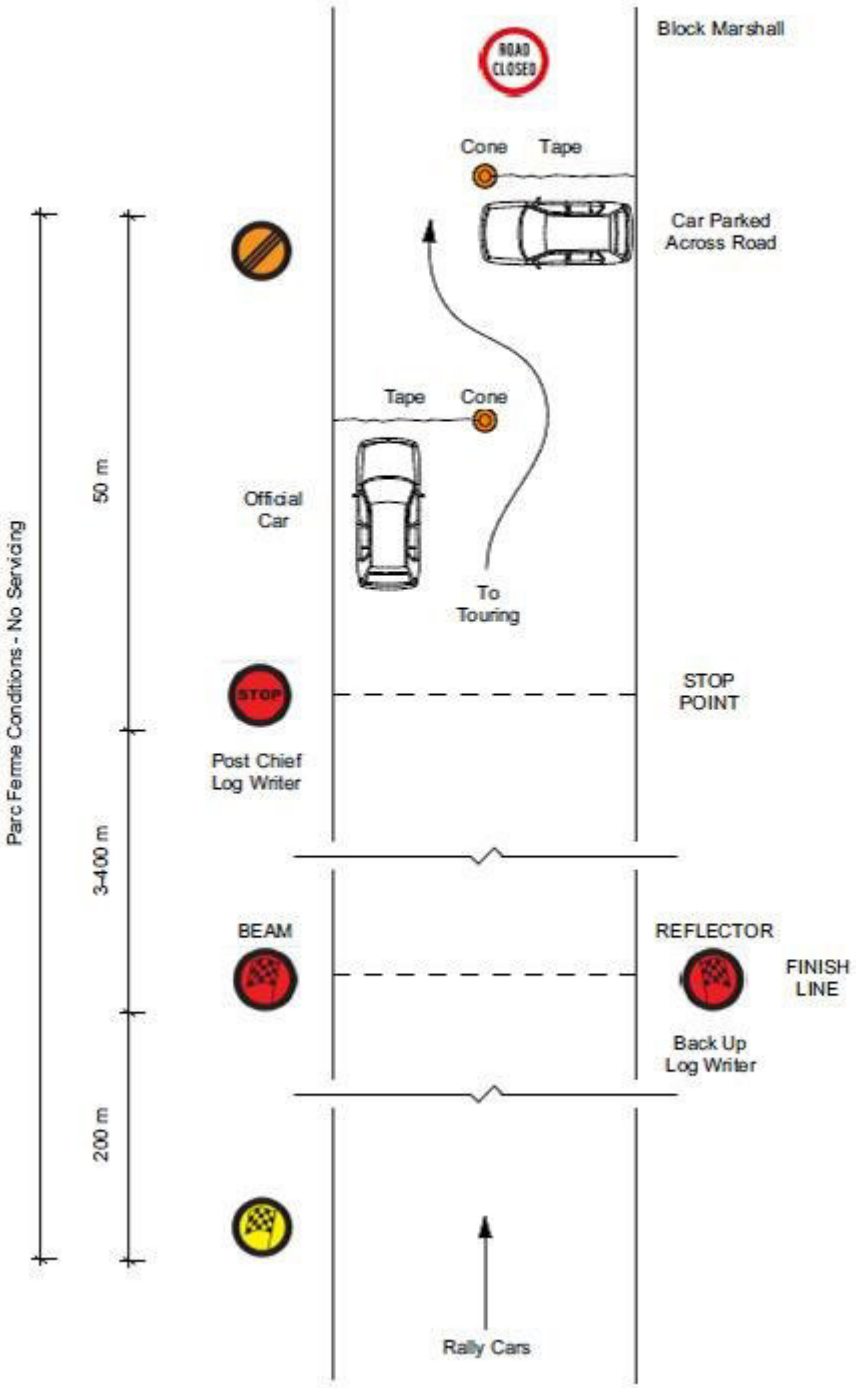
A red and yellow striped “Oil Warning” sign is to be printed on the page immediately preceding the inside back cover of all A4 size Road Books.
Where a Road Book is of smaller size, a fold out or additional sign must be provided.



Schedule R 9


Start Control Layout
20 m approx
50-70 m
25 m
Control Area Park Ferme
Queing Space 100-200 m
START LINE
Log Writer
Tablet Operator
Medical Vehicle
Official Car
Post Chief Log Writer
To Special Stage
Cone
Tape
Tape
Cone
Note: Tape may not be needed if road is narrow
Tape to be tied to fence or tree
ROAD CLOSED
From Touring

Finish Control Layout



APPENDIX THREE

SCHEDULE R - RALLIES

Amendment Number	Date Published	Date Implemented	Article Number
36101	18 August 2025	18 August 2025	Part Two, Article 1
36092	28 August 2024	28 August 2024	Part Two, Article 1
36080	11 April 2024	1 May 2024	Article 1
36054	24 March 2023	24 March 2023	Part One, Article 12 – Time Cards
36033	2 August 2021	2 August 2021	Part Two, Article 6 - Safety
36025	12 February 2021	12 February 2021	Part Two, Article 12 – Safety Tracking System

Standing Regulations Applicable to all Rallies

Part One – Competitors

	Interpretations
Article 1	Competitor and Competition Licence Requirements
Article 2	Entries
Article 3	Change of Crew or Vehicle
Article 4	Vehicles, Type, Advertising and Identification
Article 5	Scrutineering
Article 6	Documentation
Article 7	Briefings and Bulletins
Article 8	Stage Notes, Pace Notes and Reconnaissance
Article 9	Itineraries / Road Book
Article 10	Safety Tracking System
Article 11	Signs and Marker Tape
Article 12	Time Cards
Article 13	Start Orders and Intervals
Article 14	Time Controls and Timing
Article 15	Time Controls followed by a Special Stage
Article 16	Traffic Laws and Servicing
Article 17	Special Stage Start
Article 18	Special Stage Finish

Article 19	Exclusion
Article 20	Regrouping Controls
Article 21	Passage Controls
Article 22	Special Stages
Article 23	Parc Fermé Rules
Article 24	Competitor Emergency Procedures
Article 25	Incident on a Special Stage
Article 26	Use of Red Flag
Article 27	Withdrawal From and/or Rejoining Events
Article 28	Inquiries
Article 29	Results

Part Two – Organisation

Article 1	Administration
Article 2	Officials
Article 3	Itineraries, Road Book and Standard Documents
Article 4	Control Opening and Closing Times
Article 5	Special Stages
Article 6	Safety

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

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

Note: *For ease of use and understanding, Schedule R has been split into two parts; Part One – Competitors, and Part Two – Organisation. Part One contains regulations that both Competitors and Organisers must be familiar with. Organisers must also comply with all requirements of Part Two.*

Part One – Competitors

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, unless the context otherwise requires the following apply;

"Crew" means that a crew is made up of the two(2) persons on board each car nominated as driver and co-driver. Unless otherwise stated, either member of the crew may drive during the rally and each one must hold a competition licence for the current year, which is valid for the rally, and

"Leg" means each part of the Rally, separated by a fixed minimum stopping time, and

"Neutralisation" means the time during which a crew is stopped by the Organisers, for whatever reason and where parc fermé rules apply, and

"New Competitor" means a member of a competing crew who:

(1) Is competing at one of their first three(3) rally events, or

(2) Is competing in a rally for the first time after a period of two (2) years.

"Pace Notes" means a set of notes designed to supplement the Road Book and to assist a competitor in traversing a special stage which are not Stage Notes, and

"Reconnaissance" means the travelling over of roads to be used as special stages in an Event by a competitor entering that event at any time between the route details being communicated by any means and the official one(1) pass reconnaissance or in cases where there is no one(1) pass reconnaissance by the first Special Stage commencement, and

"Regroup" means a stop scheduled by the Organisers under Parc Fermé conditions that has a time control at the entrance and exit to enable the schedule to be followed on the one hand, and on the other, to close up the gaps between the cars still in the rally. The stopping time may vary from crew to crew, and

"Road" or **"Designated Road"** means either;

(1) The area from fence to fence which encompasses the carriageway, either sealed or unsealed, or

(2) The formed surface of a road delineated on one(1) or both sides by the use of temporary barriers. (examples: tape, rope, cones, tyre bundles, road barriers, hay bales etc), and

"Road Section" or **"Touring Stage"** means a section of a rally event not closed to other traffic. The main purpose of a touring stage is to route competitors from one(1) special stage to another, or from or to special stage to or from a service park. All road rules as stated in the NZ Road Code will apply and must be adhered to, and

"Safety Tracking System" means a MotorSport NZ approved in-car electronic vehicle monitoring system, and

"Service Crew" means persons in support of the crew of the competing car who ensure the competing vehicle is maintained in a competitive and road worthy state at the servicing points established throughout the event and gather information as to the times recorded on the event special stages, and

"Special Stage" is a timed speed test on roads closed to other traffic, and

"Stage Notes" means a set or sets of computer generated notes specifically provided for the event by the MotorSport NZ officially recognised note provider. Such notes being designed to provide assistance to the competitor in traversing the special stages with information that supports and is additional to the event Road Book, and

"Time Card" means the card or cards intended for the entry of times recorded at the different control points scheduled on the Rally.

1. Competitor and Competition Licence Requirements

1.1 Crew of vehicle: Each competing vehicle must carry two(2) persons. The occupants of the vehicle will be collectively referred to as "the crew".

1.2 **Competition Licences:** Each crew member must be the holder of the appropriate competition licences. For National Rallies full details of licence requirements are contained in Appendix One Schedule L to the National Sporting Code. For International Rallies crew members shall hold an International Rally Grade (INT R) competition licence. Additionally for International events each crew member shall:

(1) Have a current Medical Card.

(2) If the holder of an International licence issued by an ASN other than MotorSport NZ, present a Visa from the licence issuing ASN.

2. Entries:

2.1 **Entries, Dates & Fees:** Entries shall be acceptable only if made by the method stipulated by the Organiser before the closing date of entries as detailed in the Supplementary Regulations. All current registered competitors in the NZ Rally Championship are guaranteed entry to each of the rounds that make up the Championship providing a completed entry and payment is submitted before the first closing date for entries for each of those events. Late entries may be received after closing date at the discretion of the Organisers as set out in the Supplementary Regulations.

2.2 **Number of Entries:** Event Organisers reserve the right to stipulate the maximum and minimum numbers of entries.

2.3 **Cancellation of Rally:** 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.

2.4 **Conditional Acceptance:** In the event of the number of entries exceeding the maximum number of starters specified in the Supplementary Regulations, the Organisers reserve the right to accept conditional entries on such conditions as they may, at their sole discretion, determine.

2.5 **Refund of Entry Fees:** If a withdrawal is made before the Meeting and officially notified to the Rally Secretary, a refund may be paid at the discretion of the Organising Committee. Entry fees will be refunded in full to competitors whose entry has not been accepted or in the case of the event not taking place. All applications for refunds must be in the hands of the Rally Secretary no later than 28 days after the event.

2.6 **Refusal of Entry:** The Organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the National Sporting Code.

3. Change of Crew or Vehicle:

(1) National Sporting Code Article 37 shall apply with respect to driver and vehicle changes up to thirty(30) minutes prior to the commencement of an Event. Drivers may not be changed after this time.

(2) At the sole discretion of the Clerk of the Course, it is permissible to allow a change of co-driver during an event as long as the following conditions are met:

(a) The supplementary regulations contain advice of such allowance.

(b) The substitute co-driver has completed all documentation and entry requirements to the satisfaction of the Clerk of the Course, and if a novice, has attended the novice briefing.

(c) The supplementary regulations will specify the points where substitutions may occur and the procedures to be followed.

(d) No entry which has engaged in substitution of the co-driver will be classified as a finisher.

(e) At no time will the replacement co-driver be permitted to drive the vehicle in the Special Stage.

4. Vehicles, Type, Advertising and Identification:

4.1 Vehicles:

(1) Type: Vehicles are to be saloon or sports cars in compliance with the requirements of this Schedule and Appendix Two Schedule A. In addition vehicles contesting Historic or Classic Rally events shall comply with either the relevant Articles of Appendix Six Schedule K, T&C, CR RH or specific regulations appended to the Supplementary Regulations of the event.

(2) Mandatory equipment: Refer to Appendix Two Schedule A.

(3) Chassis and Engine Block: Unless otherwise provided for in the Supplementary Regulations competitors are prohibited from changing either the chassis and/or engine block of a competing vehicle during a Rally. (In the context of this regulation a Rally is deemed to comprise of all Heats and/or Legs).

(4) Vehicle Identification marks: Scrutineers and/or Technical Officers may affix identification marks at any time throughout the rally to the chassis, engine block or any other component. Where identification marks are affixed, it is the responsibility of the crew to see that these are preserved intact until the end of the Event. Should they be missing, damaged or tampered with, the competitor shall be penalised.

4.2 Capacity classes: Capacity classes are at the discretion of the organiser but for MotorSport NZ Championship events, classes as per the Championship Articles must be used. The supplementary regulations for an event may provide for an amalgamation of any classes.

4.3 Vehicle Advertising / Rally Identification:

(1) Competitors will display the allocated competition number provided by the Organisers. This shall constitute the vehicle identification. At all times during the event this identification must be displayed on each side of the vehicle as stipulated in these Regulations (refer Addendum Schedule R 2). All identification must be kept clean and legible during all touring stages and at the start of all Special Stages. Should they be lost or damaged they must be replaced at the first available opportunity. Failure to

correctly display these numbers throughout the event shall incur a penalty unless it can be shown that such failure resulted from circumstances beyond the control of the Competitor.

(2) The areas indicated on the diagram at Addendum Schedule R 2 are reserved exclusively for use by MotorSport NZ or event organisers.

5. Scrutineering:

5.1 Scrutineering Audits: Entrants are required to sign or provide electronic acknowledgement of the declaration on the entry stating that their vehicle(s) comply with the requirements of Appendix Two Schedule A and the applicable Vehicle Specification Schedule.

(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 and the Vehicle Specification Schedule appropriate for the vehicle.

(2) Drivers are responsible to ensure that the vehicle is presented at the audit in a “ready to start competition” condition and that all relevant documentation is available.

(3) Breaches of Appendix Two Schedule A and/or the Vehicle Specification Schedule shall be reported to the Clerk of the Course who may impose penalties under the provisions of the National Sporting Code.

6. Documentation:

(1) Competitors or their representative must present themselves at documentation for the checking of valid competition and civil drivers licences, club membership and vehicle logbook.

(2) Logbooks shall be presented to and signed off by the Chief Scrutineer or the nominated deputy.

(3) The logbooks of those vehicles selected for Scrutineering Audit may be retained until the audit inspection has been completed.

7. Briefings and Bulletins:

7.1

(1) Any written briefing must be in the hands of the competitors not less than two(2) hours prior to the start of the event.

(2) All competitors must familiarise themselves with the written briefing, if any, prior to the start of the event.

(3) Special instructions relevant to route details, officials, etc., must be contained in bulletins which must be issued to competitors as required and in accordance with National Sporting Code.

7.2 **New Competitor’s Briefing:** At all rallies the organisers must provide facilities for new competitors to attend a briefing conducted by a senior and experienced rally organiser or competitor. Such briefing shall cover aspects of competitor safety procedures and actions and attendance by new competitors is compulsory. The briefing is to include the presentation provided by MotorSport NZ on their website (www.motorsport.org.nz). This presentation includes the use of the Safety Tracking System. Competitors shall be required to sign in to indicate their attendance at this briefing.

8. Stage Notes, Pace Notes and Reconnaissance:

(1) Reconnaissance of special stages is absolutely prohibited and shall incur a penalty, unless the event regulations permit reconnaissance for the use of stage notes. In this instance reconnaissance will only be permitted according to the reconnaissance schedule specified in the event regulations.

(2) Where no reconnaissance is permitted, the Stage Notes may only be embellished with information transferred from the Road Book or otherwise supplied by the Organisers.

(3) Unless the Event Supplementary Regulations state otherwise the use or possession of pace notes, stage notes or any other means of giving a competitor advice relating to the traversing of a Special Stage that has not been provided by the event organisers is forbidden.

(4) Where provided for in the Event Supplementary Regulations a competitor may purchase from the authorised MotorSport NZ stage note provider a set of computer generated stage notes generated specifically for that event which may be used to assist in the traversing of a Special Stage.

Where scheduled reconnaissance is held as part of the event (permissible only in New Zealand Rally Championship or International Events) it will be run in accordance with the regulations issued by the organisers, and the Stage Notes purchased may, for that competitor's sole use only, be re-created or embellished with information obtained from such reconnaissance and/or with other information.

(5) The placing of signs or the making of marks by competitors, entrants, drivers, crew or their agents, on or beside roads to be used for special stages is forbidden and shall incur a penalty.

(6) All competitors and entrants in all rallies agree without reservation to submit themselves, their competing cars and any service vehicles, to a search at any time for pace notes, stage notes, written interpretations, etc, deemed to be contrary to these regulations, by any official or officials of the Event organisers or MotorSport NZ.

(7) If roads proposed to be used as special stages conflict with an intending competitor's normal lifestyle or business activities, then the competitor must advise the organisers in writing of such when submitting an entry for the rally. The organisers will confirm in writing acknowledging the exact roads of dispensation to the competitor and may also grant written dispensations for other purposes related to the organisation of the event.

9. **Itineraries / Road Book:** The organisers must provide a road book to all of the crews containing a detailed description of the compulsory itinerary, which is to be followed. Crews shall keep exactly to the itinerary set out in the road book, without leaving the designated road, or designated service area or park ferme unless the organisers advise otherwise. Failure to comply may result in a penalty. In special stages it is absolutely forbidden to proceed in the wrong or opposite direction to the one prescribed in the Road Book under pain of exclusion.

The Road Book will be in conformity with the standard road book (Refer to Addendum Schedule R 1) containing:

- Accident procedure in the front of the book.
- Route details.
- Time schedule.
- An "Incident report" sheet.
- An "Inquiry" sheet.
- A competitor "Notification of withdrawal from event" form.
- A red SOS to the sizes and in the layout shown in Addendum Schedule R6 must be on the inside of the back cover.

- A green “OK” to the sizes and in the layout shown in Addendum Schedule R7 must be on the outside of the back cover.
- For Rallies where the majority of special stages comprise tarmac surface, located on the page immediately preceding the inside back cover, a red and yellow “Oil warning” sheet to the sizes and in the layout shown in Addendum Schedule R8.

Note: *For Road Books smaller than A4 size, a fold out or additional A4 sign must be included for the red SOS and green OK signs (and where applicable the Oil Warning sign).*

10. **Safety Tracking System:** Where the Event Supplementary Regulations state “All cars must be fitted with an MotorSport NZ recognised safety tracking system”, the following applies:

(1) Instructions regarding the collection, return and fitment will be issued by each organiser in the Event Supplementary Regulations. Penalty fees may apply for a late or non-return.

(2) The installation of the tracking unit will be checked at Scrutineering or at a time and location as advised by the organiser.

(3) It is the responsibility of the competitor to obtain and install these devices and to check that they are functioning correctly throughout the rally.

(4) The competitor should report an ill-functioning tracking unit to the Clerk of the Course, via the Post Chief / Assistant Clerk of the Course, or Safety Tracking System representative at the next time control using the Fault Reporting form as published in the Road Book.

(5) With the approval of the Clerk of the Course the repair or replacement of the tracking unit can be carried out by the official designated in the Event Supplementary Regulations and may be carried out at any time (including Parc Fermé) during the event.

11. **Signs and Marker Tape:**

11.1 All rallies must use signs as detailed in the addenda to this Schedule.

11.2 **“Directional arrows”** shall only be used to clarify specific Road Book directional instructions on special stages. They shall be erected at all intersections indicated in the Road Book except in Super Special Stages.

(1) All directional arrows and caution signs shall be preceded by a warning sign at an approximate but consistent distance before instructions (e.g. 100metres).

(2) All directional arrows must be positioned where they may be easily seen.

Note: *If the same piece of road is to be used in different directions at different times during the event, this piece of road must be arrowed only for the direction of travel to be used for the stage in progress.*

(3) The reverse sides of directional arrow boards shall be painted sky blue in order to clarify direction of travel.

11.3 **“Additional Arrows”** may be erected by the organiser in the event of “force majeure” to supplement the Road Book. These are to be followed as if they were additional Road Book instructions. These additional arrows must be white, reflectorised arrows, the same shape and size as directional arrows.

11.4 A sample of all signs and arrows must be displayed for novice competitor briefing.

11.5 **"Caution signs"** are to be erected to warn competitors of hazards. The first sign being a white reflective sign on black background to be placed about 100metres before the hazard with a red reflective sign on white background at the hazard, the sign to be an exclamation mark or a number of exclamation marks to signify the extent or intensity of the hazard.

All intersecting roads and entrances must be secured by plastic tape or barriers regardless of whether the road has a block marshal. All tape or barriers must be removed after the event. Further, in order to provide additional security in a forest it is strongly recommended that all external access gates to the forest be secured for the duration of the event.

12. Time Cards:

12.1 Organisers must identify which Time Card procedure below will be appropriate for their event and state the method clearly in the Event Supplementary Regulations.

12.2 At any Control, crews may be required to give the completed cards to officials.

12.3 Each crew is responsible for their time card which must be carried in the competing vehicle throughout the rally and must be presented to all Controls by a member of the crew for time recording or endorsing.

12.4 Any divergence between the times entered on the crew's time card and those entered on the official documents of the rally may form the subject of an Inquiry.

12.5 **Time Card Procedures:** Event Organisers will have the following methods available in respect of procedures related to the use of Timing Cards on Event.

(1) **Method 1:** Before the start of each rally, timecards will be issued to every crew. Each crew is responsible for their time card which must be carried in the competing vehicle throughout the rally and must be presented to all Controls by a member of the crew for time recording or endorsing, (this method will be required for events where no in car electronic timing system is utilised).

(2) **Method 2:** Before the start of each rally, time cards will be issued to every crew and in events where an electronic in car safety tracking system that records stage times is utilised, time cards will be filled out by the timing marshal from the safety tracking system tablet, or alternatively the crew will be required to complete their own timing card from the in car unit.

13. Start Order and Intervals:

13.1 **Starting order:** The starting order will be determined by the organiser. The organiser's decision will be final and not subject to protest.

13.2 **Starting Intervals:**

(1) All stages run on loose (gravel) surfaces shall have starting intervals of one(1) minute between each competing car. The Clerk of the Course may, at his/her sole discretion, increase the starting interval between competitors in unusual circumstances (e.g. excessive dust) however; under no circumstances shall the starting interval between cars be less than one(1) minute unless the provisions of Part One Article 22.3 (Super Special Stages) apply.

(2) For tarmac stages the Clerk of the Course may elect to start cars at intervals of less than one(1) minute provided that in no circumstances shall the starting interval between cars be less than 30seconds unless the provisions of Part One Article 22.3 (Super Special Stages) apply.

(3) NZ Rally Championship Articles may specify alternative starting intervals.

14. Time Controls and Timing:

14.1 General Provisions:

(1) Timing target sections must be established by the organisers. A target section can be a touring stage, a service park, or from the start of one special stage to the start of the next special stage. In the latter case the target includes a special stage and the next touring stage. Controls will be set up at the start and finish of all target sections.

(2) All controls, i.e., passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of MotorSport NZ approved standardised signs.

(3) The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25m, an identical sign on a red background indicates the position of the control post. The end of the control area, approximately 50m further on, is indicated by a final sign on a beige background with three(3) black transversal stripes (Refer to Addendum Schedule R 4).

(4) All control areas (i.e. all the areas between the first yellow warning signal and the final beige one with three(3) transversal stripes), are considered as “Parc Fermé”.

(5) The stopping time within any control area must not exceed the time necessary for carrying out control operations.

(6) Crews are obliged to follow the instructions of the marshal in charge of any control post. Failure to observe this may lead to exclusion at the discretion of the Clerk of the Course.

14.2 Time Control Operation:

(1) At these controls, the marshals shall mark on the time card the time at which the card was handed in.

(2) Timing will be recorded to the complete minute.

(3) The check-in procedure begins the moment the vehicle passes the time control area entry board.

(4) Between the area entry board and the control post, the crew is forbidden to observe a halt of any kind or to drive at any abnormally slow speed.

(5) The actual timing and entry of the time on the time card may only be carried out if the two(2) crew members and the car are in the control area and within the immediate vicinity of the time control.

(6) The check-in time shall correspond to the exact moment at which one of the crew hands the time card to the appropriate marshal.

(7) Then, either by hand or by means of a print out device the appropriate marshal shall mark on the card the actual time at which the card was handed in. On events where an in-car safety tracking system is utilised, once the card has been handed to the official the competitor should activate the in-car check in process.

(8) The target check-in time is the time obtained by adding the allowed time to the special stage start time or to the previous time control time, these times being expressed to the minute.

(9) The target check in time is the responsibility of the crews alone.

(10) The crew will not incur any penalty for checking in before time if the vehicle enters the control area during the target check-in minute or the minute preceding it.

(11) The crew will not incur any penalty for lateness if the act of handing the card to the appropriate marshal takes place during the target check in minute.

(12) Any difference between the actual check in time and the target check in time shall be penalised as follows:

(a) For early arrival: one(1) minute per minute or fraction of a minute.

(b) For late arrival: ten(10) seconds per minute or fraction of a minute.

(13) The organisers may authorise crews to check in before their due time without incurring any penalty provided that it has been stated in the Supplementary Regulations of the rally, or is indicated in a later bulletin, or by instruction of the marshal in charge of the time control post.

(14) If it is found that a crew has not observed the rules for the check in procedure, the Post Chief at the control must make this the subject of a written report to be sent immediately to the Clerk of the Course.

(15) At the discretion of the Clerk of the Course, a crew which has been penalised for early arrival may be neutralised for the amount of time necessary for it to leave at the original or relevant start order originally envisaged.

15. Time Control followed by a Special Stage: Where a time control is followed by a start control for a special stage the following procedure shall be applied:

(1) At the time control at the finish of a road section the check in time will be recorded on the time card. There must be a minimum of a three(3) minute gap from this time to allow the crew to prepare for the stage start and come to the start line.

(2) Having checked in at the time control, the competing car shall be driven to the start control of the special stage from where the crew shall start according to the procedure laid down in Article 17.

(3) If there is a difference between the provisional and actual start times, the time entered by the marshal at the start of the special stage shall be binding, unless the Clerk of the Course decides otherwise. The Post Chief may allow for a change of start order by mutual agreement between competitors providing no gap occurs in the start process.

Note: *this will negate the three(3) minute control time*.

(4) The stage start time shall then be the start time for calculating the check in time at the next time control.

16. Traffic Laws and Servicing:

16.1 Traffic:

(1) Throughout the entire rally (with the exception of special stages), the crews must strictly observe the traffic laws of New Zealand. In particular;

(a) Competitors and their service crews must always drive and conduct themselves in a manner which does not discredit the event or arouse adverse public opinion.

(b) All traffic regulations and particularly speed limits must be rigidly complied with on all touring stages.

(2) It is mandatory for any competitor or service crew who have been issued with a traffic offence or warning notice during a rally to fully report the incident in writing with details to the Clerk of the Course, or his assistant not later than thirty(30) minutes after their actual reporting time at the end of the leg in which the incident occurred.

(3) Should a police officer decide against stopping the driver or vehicle, they may request that the Organisers apply an appropriate penalty, subject to the following:

(a) That the notification of the infringement is made through official channels in writing, before the posting of the current classification; and

(b) That the statements are sufficiently detailed for the identity of the offending vehicle driver to be established beyond all doubt, as well as the place and time of the offence; and

(c) That the facts are not open to various interpretations.

Note: *The New Zealand Traffic Regulations are contained in the NZTA Booklet "The Road Code" which all competitors must be familiar with.*

(4) Any crew, which does not comply with the traffic laws, upon being issued with an Infringement Notice, shall be subject to the penalties as prescribed in the National Sporting Code.

(5) At any time during the rally it is forbidden to tow, transport the cars, or to have them pushed, except to bring them back onto the road, or to clear the road.

(6) Competitors and crew shall be held entirely responsible for any accident or breach of the laws in which they may be involved and shall declare to the organisers particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers in regard to any liability.

16.2 Servicing:

(1) In MotorSport NZ Championship events the servicing of competing cars is limited to designated Service Parks.

(2) Other events may also use Service Parks if so stated in the Supplementary Regulations. If no Service Parks are being used servicing is not limited except for areas designated by the organisers as "no servicing" or "no access" areas.

(3) Servicing of competing vehicles on public roads or access-ways must be carried out off the carriageway. If servicing on private property, competitors shall ensure land owner/tenant has granted permission.

(4) Service crews are not permitted to use flashing lights as means of identification, nor have bright lights unshielded to the extent they may dazzle or inconvenience other road users.

(5) It is permitted to park an identified service vehicle to enable the crew to spectate provided that the service vehicle is not parked on the route of the rally.

16.3 **Prohibited Assistance:** Acceptance of assistance in areas where servicing is not permitted is prohibited. This Prohibited Assistance is defined as any of the following:

(1) Any person other than the Crew performing any action on their car except as provided for;

(2) The receipt by the Crew, in any area other than a designated service area, of any materials (solid or liquid), spare parts, tools or equipment other than that carried in their car, except for food and drink;

(3) The parking of an identified Service Vehicle or the positioning or setting up of any materials, spare parts, tools or equipment elsewhere than in a designated service area:

The penalties prescribed in the National Sporting Code shall apply for servicing carried out in other than the permitted servicing areas and for acceptance of prohibited assistance.

16.4 **Service Crew Information:** The organisers must provide service crews with maps and route information, including estimated travel times, estimated service time and first car's arrival time, to enable them to follow the rally, locate all designated service areas. Where necessary, a sketch plan of the servicing area must be provided. Such information must be sent to competitors with acceptance of entry details.

16.5 **Service Parks and/or Tyre Fitting Zones:** Except in exceptional circumstances, there shall be no more than 90km of special stages between visits to tyre fitting zones. Service Parks must be indicated in the rally itinerary. The maximum speed of cars in a Service Park shall not exceed 30kph. Event organisers may impose a lower maximum speed; in such cases the lower maximum will be specified in the Event Supplementary Regulations. Cars exceeding the maximum speed limit may be penalised.

16.6 **Refuelling:** The greatest distance between refuelling points must not be more than 200km total of which the maximum Special Stage distance does not exceed 90km. The responsibility for the provision of sufficient fuel and other supplies considered necessary lies solely with the competitor.

16.7 **Remote Refuel Zones:** Where remote refuel zones are included in the itinerary the following shall apply:

(1) Only actions directly associated with refuelling the car may be carried out in the refuel zone;

(2) all relevant safety precautions must be adhered to;

(3) It is recommended that the crew remain outside the car during refuelling however, should they remain in the car the safety harnesses must be unfastened;

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

17. Special Stage Start:

17.1 During the special stages, the crew shall wear approved protective helmets, protective clothing and safety harnesses as specified in Appendix Two Schedule A.

17.2 **Start Point:** Special stages commence from a standing start, with the car placed on the starting line. There must be a definitively marked start point.

17.3 **Electronic Start Procedure:** The electronic start procedure shall be clearly visible to the crew. A countdown clock, sequential light system and/or in car display is to be used.

17.4 **Manual Start Procedure:** In the event of having to use a manual start procedure after handing the time card back to the crew, the marshal will count aloud: 30″ – 15″ – 10″ and the last five(5) seconds one by one. When the last five(5) seconds have elapsed, a starting signal shall be given.

17.5 **Delayed Start:**

(1) Any crew refusing to start a special stage at the time allocated to it will be reported to the Clerk of the Course, whether the special stage is run or not.

(2) Any competitor who fails to leave the start within 15 seconds of their allocated start will not be given a new start time, but pushed off the start line into the special stage.

(3) The organisers will note any delay to the start of a special stage due to reasons of "force majeure". Any such delay will be taken into consideration by the organisers establishing the results.

17.6 **False Start:**

(1) A false start, particularly one made before the signal has been given shall be penalised.

(2) These penalties do not prevent the Clerk of the Course or the Stewards from imposing heavier penalties if they judge it necessary.

(3) For the time calculation the actual start time must be used.

18. **Special Stage Finish:**

18.1 **Finish Line:** Special stages must end in a flying finish and be at least 250m before the stop point.

(1) The area between the flying finish and the stop point ideally should be free from bends, sharp or deceptive corners, or hazards such as gates or any dangerous obstacles.

(2) Stopping between the yellow warning sign and the "STOP" sign is forbidden and will be reported to the Clerk of the Course.

18.2 **Stop Point:**

(1) The crew must report to the stop point, indicated by a red "STOP" sign, to have their stage time entered on the time card (hour, minute, second, and tenth of a second).

(2) If it is not possible to record the stage time, a marshal may sign or stamp the crew's time card and the time(s) will be entered at the next available opportunity.

19. **Exclusion:** Crews are bound, under the pain of exclusion, to check in at all control points in the correct sequence and in the direction of the rally route. It is also prohibited to re-enter the control area.

(1) Any lateness exceeding thirty(30) minutes on the target time between time controls, or a total lateness exceeding thirty(30) minutes at the end of the leg or the rally, will result in the exclusion of the crew.

(2) In no case can early arrivals be used as a means of reducing the lateness resulting in exclusion.

(3) The exclusion time may be increased at any point by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.

(4) Exclusion for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a leg. Any competitor arriving at a control after it has closed will not be permitted a start.

20. Regrouping Controls:

20.1 Regrouping controls or a method of closing gaps in the field may be set up along the route. Their entry and exit controls shall be subject to the general rules governing the control posts.

(1) The purpose of these regroupings is to reduce the intervals, which will occur between crews as a result of late arrivals and/or retirements. Thus, the starting time from the regrouping control and not its duration must be taken into account.

(2) On their arrival at these regrouping controls the crews will hand the appropriate marshal their time card. They will receive instructions on their starting time. They then must drive their car immediately and directly to the Parc Fermé if provided. The starting order shall be that of the due arrival. The Organisers may give them a new time card either at the entrance or at the exit of the Parc Fermé if provided.

(3) Regroups are mandatory for MotorSport NZ Championship rallies.

21. Passage Controls:

21.1 A passage Control for the purpose of endorsing time cards only (not time recording) may be placed at the discretion of the organisers. At these controls, the Post Marshals will simply stamp the time card as soon as the crew hands this in, without mentioning the time of passage. Passage controls will only be used on touring stages.

22. Special Stages:

22.1 **Driving Behaviour:** Crews may be penalised for;

(1) Deliberately blocking the passage of competing cars, or

(2) Preventing competition cars from overtaking.

Note: *Crews are reminded that deliberately blocking the passage of following cars and/or preventing following cars from overtaking will incur a penalty.*

22.2 Stopping or Interrupting a Special Stage:

(1) If the route is completely blocked by an accident or breakdown, it is the responsibility of following competitors to move the obstructing vehicle and proceed. This is to be considered a rally incident and no time allowance automatically given to following crews. However the Clerk of the Course may establish times for each crew which has stopped to assist and/or unblock the route. Application for a time allowance must be made using the Inquiry Form.

(2) The Clerk of the Course may delete or alter a special stage from the results of an event. However, when a special stage has to be stopped or has been interrupted for any reason before the last crew has covered it, a classification for the stage may be established by allocating a time to each crew which has been unable to complete the stage because of the interruption.

(3) Notwithstanding the above, no crew that is totally or partially responsible for stopping a stage, or records a slow time through their own misadventure may benefit from this measure. Such competitors will be given the time, which it might have eventually set if this is greater than the allocated time awarded to the other competitors. Should a competitor through their own misadventure not complete the stage prior to it being stopped by the organisers they may be given an allocated time not less than the slowest time allocated to or achieved by any other competitor.

22.3 Super Special Stages:

(1) A Super Special Stage is a special stage designed for spectator viewing with the possibility of having more than one(1) car starting at the same time. The organisation of a Super Special Stage is optional. An organiser must clearly identify in the event regulations which stages, if any, are to be run as Super Special Stages.

(2) The starting order of a super special stage is entirely at the discretion of the Organisers. However, the organisers must detail the procedure in the Event Supplementary Regulations.

(3) The use of red flag signals is applicable in a super special stage and these flags may be displayed at any location in the stage. If a red flag is displayed, the driver(s) must immediately make a significant reduction in speed. The Clerk of the Course may allow a crew affected by the showing of a red flag to contest the super special stage again. If circumstances do not permit this, the Clerk of the Course will propose to the Stewards an allocated time. However, no crew, which is totally or partially responsible for the displaying of the red flag, may benefit from this concession.

(4) If a car fails to correctly complete a super special stage, it may be removed by the Organisers to an adjacent service park, where it may be repaired according to the Supplementary Regulations and itinerary. In either case the crew will be allotted a stage time of seven(7) minutes plus the fastest time. Any such car will be deemed to have reported to the respective time control(s) immediately following the super special stage at its due time. In either case the crew will be subject to all normal rules, regulations, service restrictions and time penalties applying to the rally. Any crew recording an actual time in excess of seven(7) minutes plus the fastest time will also be allotted a maximum time of seven(7) minutes plus the fastest time.

23. Parc Fermé Rules:

23.1 General Conditions: The cars shall be subject to the “Parc Fermé” rules from:

(1) The moment they enter a starting area, or an end of leg, until they leave one of these,

(2) The moment they enter a control area until they leave it,

(3) As soon as they reach the end of the rally until the time for technical inspections is completed.

23.2 Parc Fermé Operation:

(1) No servicing may take place in areas designated as ‘Parc Fermé’. The provisions of Part One Article 16.3 shall apply however in events where there is an overnight Parc Fermé, the provisions of Part One Article 16.3(2) are suspended from the time that the drivers leave the Parc Fermé until the time that they re-enter.

(2) By the way of exception and under the supervision of the marshal the crew may, while in the Parc Fermé, at the rally start, regrouping zone or end of leg:

(a) Change a punctured or damaged tyre using the equipment on board; and or

(b) Have a new windscreen fitted with the possibility of having outside help; and or

(c) Repair a safety device (i.e. seat belt) subject to an instruction from either the Event Technical Officer or Chief Scrutineer.

These repairs must be completed before the starting time; otherwise a penalty shall be imposed in accordance with the provisions laid out.

(3) As soon as they have parked their car in Parc Fermé, the drivers will leave the Parc Fermé and no member of the crew will be allowed to re-enter it.

(4) To leave a Parc Fermé for the start, regrouping halt or end of leg, the crew shall be allowed to enter the Parc Fermé ten(10) minutes before its starting time.

(5) If a vehicle is unable to move under its own power to the entrance or exit of a Parc Fermé for the start, regrouping halt or end of leg, a 30second penalty shall be imposed. This penalty shall not count towards exclusion but will be added to special stage time.

(6) Any infringements of the Parc Fermé regulations shall incur a penalty.

(7) If the Technical Officers or Scrutineers note that a vehicle seems to be in a condition, which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof, who may request that the car be repaired. In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section. They will therefore be taken into consideration for the calculation of the exclusion.

Note: *This is why the time spent on repairs may not exceed the allowed time before a car is penalised. If this time is exceeded, exclusion shall be announced.*

(8) In order to prevent a crew from trying to make up lost time after the repair, the crew may be issued with a new starting time.

(9) Safety tracking system devices and on board cameras may be removed in the Parc Fermé only with the agreement of the Clerk of the Course or an authorised technical delegate and under the control of the marshals.

24. Competitor Emergency Procedures – Stopped in Stage:

24.1 General Principles:

- It is the competitor's responsibility to ensure that following cars are alerted to the fact that a hazardous situation may exist.
- If it is possible to do so, the competitor must pull clear of the road.
- The road book shall contain a page giving this procedure.

24.2 Procedure:

(1) Any competitor who stops on a special stage for any reason whatsoever (accident, mechanical breakdown or to change a wheel) must display a red safety triangle.

(2) The red safety triangle must be placed in a conspicuous position by a member of the crew at least fifty(50) metres before the car's position, in order to warn following drivers, even if the car is off the road.

(3) Failure to display a red safety triangle in such a manner will invoke a penalty.

(4) Before recommencing competition it is the crew's responsibility to retrieve the red safety triangle.

(5) In a situation where assistance is not required then the competitor must display the green "OK" sign (e.g. show the sign to a rescue helicopter and / or place the sign where it can be clearly seen by competing cars). Failure to do so will invoke a penalty.
If the event is using an in-car safety tracking system the competitor may select "OK" on their display unit only if the car is completely clear of the road (eg. up a driveway). In other circumstances "Hazard" must be selected.

(6) **Oil Spillage:** On tarmac rallies where the competitor is aware that oil has been spilled on the stage surface, the "Oil Warning" sign (refer addendum R 8) shall be displayed in addition to the red safety triangle in such a position so as to give adequate warning of the danger to following competitors. Failure to do so will invoke a penalty.

(7) Any competitor reaching an erected red safety triangle or an "Oil Warning" sign (on tarmac rallies), or receiving a hazard warning via the in-car safety tracking system MUST IMMEDIATELY SLOW DOWN to a speed that will allow driver reaction to cope with an unseen incident or stoppage ahead.

25. Competitor Emergency Procedures – Injury Accidents or Fire:

25.1 General Principles:

- It is MANDATORY to stop and render assistance when another competitor may be injured, trapped or when a car is on fire.
- The first responsibility of any competitor that stops at an accident is to secure the scene by warning following competitors that a hazard exists and assistance may be required.

25.2 Procedure for Events NOT Using In-Car Safety Tracking System: The following procedures cover the requirements for any competitor involved in an accident who requires assistance for a trapped or injured crew member or for assistance in containment of a fire. Failure to comply with the following procedures will involve a penalty.

(1) Any competitor involved in an accident who requires assistance for a trapped or injured crewmember or for assistance in containment of a fire will if possible move back along the course; displaying clearly the red "SOS" to the following competitors. The red safety triangle shall also be displayed as per Article 24.2(2).

(2) When a red "SOS" is displayed to a competitor it is MANDATORY that they stop and assist the crew requiring help. Their responsibilities are to help any injured persons, help contain any fire and ensure that the event safety services are mobilised as quickly as possible. If telephone or radio communication is available then Rally Headquarters should be informed immediately.

(3) The red "SOS" will cease to be displayed, and the green "OK" displayed, when sufficient vehicles have been stopped to provide the necessary assistance. Subsequent cars shall make their way to the finish to leave a clear route for emergency vehicles. If any competitor stops after the green "OK" has been displayed, they will not be entitled to any delay allowance.

(4) Should a competitor arrive at the scene of an accident where both crewmembers are incapacitated they will remain with the accident and stop a sufficient number of the following competitors to provide necessary assistance, using the red "SOS".

(5) In the event of serious injury being discovered, if telephone or radio communication is available then Rally Headquarters should be informed immediately, or the first competitor will then arrange for an appropriate car (usually the next following car) to proceed immediately in the direction of normal rally traffic to the end of stage or next radio point en route and advise the official in charge of details of the accident and actions taken.

(6) Stopping to investigate an accident: When stopping to investigate any accident, one(1) competitor should always stay with their vehicle while the other finds out the facts from the crew of the vehicle involved in an accident. If telephone or radio communication is available then Rally Headquarters should be informed immediately.

25.3 **Procedure for Events That Use an In-Car Safety Tracking System:** The following procedures cover the requirements for any competitor involved in an accident who requires assistance for a trapped or injured crewmember or for assistance in containment of a fire. The procedures include the requirements for the use of the in-car safety tracking system. Failure to comply with the following procedures will involve a penalty.

(1) If a crew is involved in an injury accident or requires assistance for the containment of fire, they must select the appropriate buttons on the SOS screen of the in-car safety tracking system (eg. Medical or Fire), and then, if possible move back along the course and display the red safety triangle and the red “SOS” sign clearly to the following competitors and to any helicopter attempting to assist. One(1) crew member should if possible stay with the vehicle to monitor the in-car safety tracking unit as Rally Control is able to send message that may require an answer.

(2) When a red “SOS” is displayed to a competitor, or when the in-car safety tracking system transmits an SOS to the competitor, it is MANDATORY that they stop and assist the crew requiring help. Their responsibilities are to help any injured persons, help contain any fire and ensure that the event safety services are mobilised as quickly as possible. If further intervention from Rally Control is required, the assisting crew must select “SOS” on their in-car safety tracking unit and select the appropriate assistance required (either Medical or Fire). One(1) crew member should always stay with their car to monitor the in-car safety tracking unit.

(3) Should a competitor arrive at the scene of an accident where both crewmembers are incapacitated or they can clearly see the signs of an accident, but are not able to see the vehicle involved it is MANDATORY that they stop to investigate and remain with the accident and stop as many competitors as required for necessary assistance using the procedures above. When stopping to investigate an accident, one(1) crew member should always stay with their car while the other investigates the accident.

(4) The red “SOS” will cease to be displayed, and the green “OK” displayed, when sufficient vehicles have been stopped to provide the necessary assistance. Subsequent cars shall make their way to the finish to leave a clear route for emergency vehicles. If any competitor stops after the green “OK” has been displayed, they will not be entitled to any delay allowance.

(5) In all cases, in addition to the procedures outlined above, if telephone or radio communication is available then Rally Headquarters should be informed immediately, or an appropriate car (usually the next following car) should proceed immediately in the direction of normal rally traffic to the end of stage or next radio point en route and advise the official in charge of details of the accident and actions taken.

25.4 **For Events using a Safety Tracking System where intervention is not required:** In the case of an accident where immediate medical intervention is not required, or of a car stopping for any other reason on or beside a special stage, the following applies:

(1) The “Hazard” button must be selected on the safety tracking unit.

(2) The green “OK” sign must immediately be displayed to the following cars and to any helicopter attempting to assist. If the crew leaves the vehicle, the “OK” sign must be displayed so that it is clearly visible to other competitors.

(3) The red safety triangle must be placed in a conspicuous position by a member of the crew at least fifty(50) metres before the car’s position, in order to warn following drivers, even if the car is off the road.

When “Hazard” is seen on the safety tracking unit it is not necessary to stop, but caution must be exercised so as to establish the nature of the hazard.

25.5 **Safety Tracking System:** The crew are responsible for activating the correct status on the in-car safety tracking system.

25.6 **Compliance:** Any crew which is able to, but fails to comply with any of this Article 25 shall be reported to the Clerk of the Course.

26. **Use of red flag:** Where a red flag is displayed at a radio safety point, competitors must slow to a safe pace and tour to the end of the stage. Be aware a serious incident has occurred and you may come upon this incident or an FIV travelling in the direction of the competition. An assessed time will be given for that Stage.

27. **Withdrawal From and/or Rejoining Events**:

27.1 **Withdrawal from Event:**

(1) A competitor withdrawing from an event must complete the “Notification of Withdrawal” form in the Road Book and hand this to an official of the rally for urgent onwards transmission to the Clerk of the Course as directed on the form.

(2) Unless specifically catered for in the Supplementary Regulations crews are forbidden to rejoin an event after withdrawing.

(3) Where a competitor decides to withdraw from the event, prior to leaving the rally route the competitor shall ensure that the Rally Headquarters have been advised either through telephone or radio contact.

(4) In situations where it is not possible to advise Rally Headquarters by either of these methods then the crew are bound to remain on the route until advising the sweeper car of their withdrawal.

(5) Competitors who withdraw must ensure that the in-car safety tracking unit is returned to Rally Headquarters.

(6) Failure to comply with these requirements will incur a penalty.

27.2 **Rejoining Events:**

(1) Organisers who decide to allow rejoining shall specify such in the Supplementary Regulations advising the procedures to be followed, the locations at which this may occur and how the start order will be managed.

(2) Unless covered as a specific item in the Event Supplementary Regulations any crews rejoining an event will not feature in the final classification as finishers.

28. **Inquiries:**

28.1 Lodging an Inquiry: Any competitor desiring to query any aspect of the event may do so by means of an "inquiry form" contained at the back of the Road Book.

(1) The competitor must make any request for information of this nature within thirty(30) minutes of the competitor's actual time of arrival at final control.

(2) It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable.

(3) A competitor will have the right to formally protest on the subject of the inquiry.

28.2 **Inquiry into results:** Any inquiries on competitor's special stage or overall times must be made within thirty(30) minutes of provisional results being published.

29. Results:

29.1 Assessment of Performance:

(1) The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.

(2) The competitor's actual time taken to complete a special stage will be recorded at least to the nearest tenth of a second together with any target lateness penalties.

(3) To be classed as a finisher, a car and its original crew must have completed the entire route and arrived at the finish not later than the maximum lateness designated for the event after their scheduled arrival time.

29.2 **Final Classification:** Penalties are expressed in hours, minutes and seconds. For the final results, the elapsed times on all special stages and penalties will be totalled. The competitor who has the lowest total is the overall winner of the rally. The one having the next lowest total is second, etc.

Part Two – Administration

1. Administration:

(1) International Rallies, with the exception of FIA Championship events, 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 International Sporting Code and including where appropriate any relevant Championship and or Series Articles).

(2) FIA Championship events are held under the provisions of the FIA International Sporting Code (incorporating where not already provided for the National Sporting Code its Appendices and Schedules of MotorSport NZ and including where appropriate any relevant Championship and or Series Articles).

(3) Championship or Series Rallies are held under the provisions of the National Sporting Code of MotorSport NZ Inc, and its Appendices and Schedules (including the relevant Championship and or Series Articles).

(4) All Clubmans or Other Rallies are held under the provisions of the National Sporting Code of MotorSport NZ Inc, and its Appendices and Schedules.

1.2 **Event Status and Duration:** MotorSport NZ in keeping with the policy of a natural progression in the status of events and ensuring that some form of control is exercised over the use of venues has established the following rally descriptions and restrictions.

(1) National events are described in six(6) classifications these being;

(a) **Championship Rally:** A rally being a round of a MotorSport NZ Championship.

(b) **Series Rally:** A rally being a round of a Sanctioned Series or a rally where titles or awards are gained from more than one(1) event.

(c) **Clubmans Rally:** A rally primarily aimed at providing a low budget competition with no requirement to participate in further events for titles or awards. A Clubmans Rally shall have a maximum time limit of 24 hours (from documentation to event finish) with a total stage distance of no more than 80km, with no single Special Stage exceeding 20km in length. Entries shall be limited to a maximum of fifty(50) competitors and the use of stage or pace notes is forbidden. No Clubmans Rally may be held within two(2) weeks of a rally event in the same island. This type of event being a desirable entry-level event for new competitors and officials to gain experience prior to participating in other classification rallies, consequently a Clubmans Rally may not be a round of any Sanctioned Series. All Permit fees and Competitor Levies shall be limited to 50% of the National status event fees and levies.

(d) **Promotion Rally:** MotorSport NZ may issue a permit for a Rally Publicity Day, provided it forms part of the promotion of a forthcoming rally and has no declared results.

(e) **Tarmac Rally:** A rally run entirely on sealed roads. The organiser of a tarmac rally may elect to either;

(i) Run the entire rally in accordance with the rules contained elsewhere in Appendix Three Schedule R;

OR

(ii) On application to MotorSport NZ run the rally in accordance with the following provisions;
Note: *Unless identified below, provisions contained elsewhere in this Schedule will apply (e.g. Control procedures etc).*

(1) A maximum speed of 200kph shall apply to all vehicles in all Special Stages. The permit holder shall ensure that a tracking and monitoring system is established that ensures that any breach of the maximum speed is reported to the Clerk of the Course who may impose a penalty.

The permit holder shall provide details of the proposed monitoring system to MotorSport NZ for approval with the permit application.

Note: *If the tracking and monitoring system is not approved then the rally shall be run as per Part Two Article 1.2(1)(e)(i) above.*

(f) **Other Rally:** A rally with a distinct nature that generally has an overlying theme or style and may or may not be part of a series.

Note: *MotorSport NZ in issuing permits for such events reserves the right to impose specific conditions on such events for grounds of safety or fairness.*

(2) National Events with the exception of Other Rallies and New Zealand Rally Championship rallies shall not exceed 200km of special stage distance plus a tolerance of 10%. MotorSport NZ may grant dispensation from this rule in exceptional circumstances.

(3) Any organisation that wishes to run a rally must, in the first instance, liaise with local MotorSport NZ Member Clubs in the regions traversed by the rally with respect to the roads that they wish to use. Agreement must be reached with the Member Clubs in affected areas before any road closure or permit application is made. Any dispute is to be referred to and resolved by the Rally Advisory Commission in their role as rally coordinators (refer Part Two Article 2.4).

1.3 Supplementary Regulations:

(1) These Regulations apply to all Rallies. Drafts of such regulations shall be submitted to the Permit Issuing Authority for approval at least two(2) weeks prior to their intended publication date. These regulations should be submitted using the appropriate standard template as issued by MotorSport NZ from time to time.

Notes:
1. *For International Events the Supplementary Regulations may require FIA approval. Organisers should contact MotorSport NZ at least four(4) months prior to the Rally for details.*

2. *After approval of the Supplementary Regulations the Permit Issuing Authority shall issue the event organising permit, which will be provisional until, the event safety plan has been submitted and approved (refer Part Two Article 6.1).*

Supplementary Regulations Part One will be those Regulations issued by individual Organisers, which contain:

- Entry fee and closing date of entries
- Details of the event.
- Other relevant information

Supplementary Regulations Part Two is the 'Acceptance of Entry', and will contain the following information:

- Any changes to the information contained in Supplementary Regulations Part One
- Officials of the Meeting including method of identification
- Time and venue of Scrutineering and Documentation
- Stage descriptions
- Route and speed schedule and general route map highlighting service areas
- Seeding order
- Location and time of Drivers Briefing (specifically with reference to new competitors)

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) Supplementary Regulations are compulsory for all rallies and must be available as follows:

- MotorSport NZ Championship events: Two(2) months prior to the event.
- All other events: One(1) month prior to the event.

1.4 **Officials of the Meeting:** Part One or Part Two Supplementary Regulations shall contain the names of Stewards, Event Director (when appointed), Clerk of the Course, and Assistant Clerks of the Course, Judges, Competitor Relation Officer(s), Chief Scrutineer and other Officials, as relevant.

2. Officials:

2.1 **Stewards:** MotorSport NZ shall appoint the number of Stewards appropriate to the Event status in accordance with the National Sporting Code.

2.2 **Observers:** For all rallies MotorSport NZ reserves the right to appoint one(1) or more observers.

2.3 **Technical Officer:** For all MotorSport NZ Championship rallies MotorSport NZ shall appoint at least one(1) Technical Officer.

2.4 **Rally Coordinators:** MotorSport NZ through its Rally Advisory Commission may from time to time appoint Area Rally Coordinator/s. The appointed coordinator/s shall co-ordinate the use of roads with the clubs in the area. The chairman of the Rally Advisory Commission will be the National Rally coordinator.

Note: *For specific duties of coordinators, refer to Rally Organisers Handbook.*

2.5 **Identification of Officials:** Officials and marshals must be identified, a description of which must be advised in the Supplementary Regulations. Official vehicles must be identified.

2.6 **Checking of the route and special stages by officials:** As part of their duties, the MotorSport NZ Observer and Stewards have the discretion to check all technical and/or safety measures installed on the route and the special stages. In exercising this discretion they shall comply with the following;

(1) They shall display a distinctive emblem or sign on the windscreen of their vehicle, provided by the event organiser that denotes to all special stage officials that the vehicle is permitted access.

(2) Entry onto the route of special stages shall take place at the latest thirty(30) minutes before the start time of the final road-closing car (Zero Car).

(3) Should the Zero car catch up to their vehicle while in a special stage they shall stop, park their vehicle in such a place that will not impede the competing cars and remain there until the arrival of the sweeper car.

2.7 **Availability of Documents:** The originals or clear photocopies of all competitor entry details and indemnities must be available to officials at all times at all Rally Headquarters.

3. Itineraries, Road Book and Standard Documents:

3.1 **Itineraries:**

(1) **Road and Road Closures:** All rallies must be conducted over routes, which are negotiable, on the day, by two-wheel drive automobiles. The maximum achievable

average speed over any special stage shall not exceed 132kph. At the end of each Event the Clerk of the Course shall provide the MotorSport NZ Stewards and Observer (if appointed) with a schedule of average speeds actually achieved by the fastest 5% of cars in each stage. If the maximum average speed is exceeded by more than 5% of the vehicles for any stage then that stage may not be used in that configuration in subsequent years. Public roads to be used as special stages must be legally closed for the purpose.

(2) **Target Timing:** When determining the time allowance for each target section, organisers are to add special stage allowance; three(3) minutes for special stage finish Control procedures, touring stage allowance and any service time, e.g;

Special stage 5	20minutes
Finish control	3minutes
Touring to Stage 6	20minutes
Service time	7minutes
Total target	50minutes

So competitors should arrive at the start of special stage 6, 50minutes after starting special stage 5.

(3) **Standard Measurement:** All distances and speeds must be expressed in standard kilometres and decimals thereof.

(4) **Legs and Sections:** Events may be divided into legs, subdivided into sections and may contain as many legs and sections as the organiser may decide, provided however, that the total special stage distance does not exceed that laid down in this Schedule except where prior approval has been obtained from MotorSport NZ.

3.2 **Standard Documents:** For all rallies standard documentation as detailed in the Addenda to this Schedule shall be used except as otherwise approved by MotorSport NZ. The latest versions of all the Addenda documentation may be found on the Official MotorSport NZ website (www.motorsport.org.nz).

4. Control Opening and Closing Times:

4.1 General Provisions:

(1) Control posts must be ready to function thirty(30) minutes before the target time for the passage of the first crew.

(2) Unless the Clerk of the Course decides otherwise, they will cease to operate immediately after the target time for the last car on the road. Cars arriving outside this time but within their exclusion time will be given an assessed time and shall tour through the stage.

5. Special Stages:

5.1 Special Stages Timing:

(1) Events shall have special stages timed to 1/10th of a second.

(2) Timing will be recorded at the finish line, and be backed up by a second system.

(3) The timekeepers must be positioned level with the finish line, indicated by the sign bearing the chequered flag on a red background.

5.2 Interruption to a Time Stage:

(1) The Clerk of the Course may delete or alter a special stage from the results of an event. However, when a special stage has to be stopped or has been interrupted for any reason before the last crew has covered it, a classification for the stage may be established by allocating to each crew, which has been unable to complete the stage because of the interruption, the slowest time set before the interruption.

(2) This classification may be drawn up even if only one(1) crew has been able to cover the stage in normal rally conditions.

(3) Should the Clerk of the Course consider the slowest time set as inappropriate, they may select a time or times they feel is the most fair. (Refer also Part One Article 22.2).

5.3 Delay of a Special Stage: When the running of a special stage has been delayed for more than twenty(20) minutes, the spectators must be advised that the stage is about to recommence before the passage of the next competing car. Alternatively the stage shall be stopped.

5.4 Super Special Stage:

(1) A separate safety plan must be submitted to the Permit Issuing Authority at least eight(8) weeks before the rally for approval. MotorSport NZ reserves the right to appoint a member of the Circuit Safety Department to inspect the stage venue either before or immediately prior to the proposed running of the event.

(2) When starting more than one(1) car at the same time, the roads, at the starting points, must be adjacent to one another. The same starting procedure must apply to each car. It is further permitted to stagger the starting line for the cars to equalise the length of the stage from the different starting positions.

(3) The length of a Super Special Stage should be between 1.5km and 5km except when a permanent circuit is utilised in which case the maximum stage length shall be four(4) laps of the circuit.

(4) It is preferable that the road surface of a Super Special Stage should be of the same type as that of the rest of the rally. If the road surface of a Super Special Stage does differ from the rest of the rally, then the service schedule must be organised such that it will not be practical for vehicles to have set up changes other than to change the tyres.

6. Safety:

6.1 Safety Plan: Organisers shall prepare a safety plan in accordance with the Appendix Two, Schedule H Chapter Three, a draft of which shall be submitted to the Permit Issuing Authority for approval at least eight(8) weeks prior to the planned start date of the event.

Notes:
1. *The Safety Plan template is available on the MotorSport NZ website (www.motorsport.org.nz).*
2. *The Organising permit will remain provisional only until such time as the event safety plan receives Permit Issuing Authority approval.*

The Safety Plan shall include:

- The location of the Rally Headquarters (Rally Control).
- The names of the various people in charge, Clerk of the Course including
- assistants or deputies, Chief Safety Officer and other key officials.

- The contact details for safety services, fire, police, hospitals, emergency medical services and breakdown services.
- The full itinerary with detailed road sections.
- A safety plan breakdown for all special stages.
- The safety plan shall specifically address issues of spectator, competing crews and officials' safety.

6.2 Plotting/Checking the event:

(1) It is the organiser's responsibility, prior to the event, to ensure that the event is plotted and checked by a competent crew(s), ideally comprising a crew who are both experienced and either current or very recent competitors.

(2) The checking crew is appointed to act on behalf of the Clerk of the Course and it is the job of the checking crew to ensure that the Road Book complies with Appendix Three Schedule R.

(3) Organisers must comply with any amendments required by the checkers.

(4) The contents of the Road Book must be physically checked with the route to be used. Particular attention must be paid to the identification of potential hazards and to the consistency and accuracy of tulip diagrams in the road book.

(5) Checking crews must be careful to ensure all timing allowances are reasonable and take into account the traffic and road conditions during the time the event is being held.

(6) Upon completion of checking the rally, the Checkers Clearance Certificate shall be signed by the checking crew and attached to the Road Book used in checking the event.

Note: *The Clerk of the Course shall retain this Certificate and Road Book for inspection by the event Stewards as and when required.*

6.3 Road Closing and Road Opening Cars:

(1) Safety Car:

(a) Each stage of a rally must be preceded by a safety car provided by the organisers unless a stage is a repeat of a previous stage and follows it immediately in which case with the approval of the Stewards of the Meeting the safety car need not clear the stage a second time. The safety car must proceed no earlier than one(1) hour before the first competitor to establish that:

(i) The entire route to be followed by the competitors is negotiable, and

(ii) All controls, block marshals and signs are in their correct positions, and

(iii) All gates are shut, all side roads and tracks taped. Special attention should be given to unattended vehicles encountered along the route.

(b) In the event that any variations of the route as laid down in the Route Book are necessary due to road blockages or for any other reason, the officials in charge of the safety car must:

(i) Make arrangements for written instructions such as variations of route and/or speed to be used by competitors, to be brought to the notice of all competitors at a previous Control. These written instructions must be signed for by a member of the competing crew; and/or

(ii) Erect an additional arrow as defined at all points necessary to bring the competitors back onto the original route after such road blockage, together with the details of any necessary change of speed and/or route instructions.

(c) The safety car must be clearly identified with signs (Safety) on both doors and have an amber flashing light mounted on the roof and also an audible alarm.

(d) Once the Safety Car has cleared the stage, they shall provide Rally Headquarters with stage clearance, if appropriate.

(2) Warning (Zero) Car(s): For all MotorSport NZ Championship Rallies the use of a Warning (Zero) car is compulsory. All other status rallies where a number of spectators are anticipated and/or where conditions may change between the time that the safety car has cleared a stage and the first competition car, it is advisable to run a Warning (Zero) car(s) through the special stage ahead of the competition car.

(a) Such car(s) shall be clearly identified with 00 (double zero) or 0 (zero) and be equipped with an audible alarm and roof warning lights, and must be in compliance with Appendix Two Schedule A (this includes roll protection).

(b) The occupants shall wear helmets and protective clothing as detailed in Appendix Two Schedule A.

(c) Should a competing vehicle catch up to the Warning (Zero) car while in a special stage the Warning (Zero) car shall stop, park the vehicle in such a place that will not impede the competing cars and remain there until the arrival of the sweeper car.

(3) Sweeper Car:

(a) The sweeper car shall follow the last competing car and is to account for every competitor in each and every special stage.

Note: *To establish this, the sweeper car shall be provided with a list of cars starting each stage by the stage official. This list shall be cross-referenced with the list of finishers at the end of the stage.*

(b) The vehicle must be clearly identified with signs on both doors and have an amber flashing light mounted on the roof, an audible alarm is advisable.

6.4 Medical and First Aid: At least one(1) qualified First Aid person along with appropriate equipment and first aid kit shall be at the start of every special stage during the period the stage is operational. Included with this equipment shall be some form of mobile shelter capable of protecting a patient from the elements. The use of ambulances, if available, is recommended but not mandatory.

6.5 Clearance of Special stages: Once stage clearance has been received from the Safety Car, the Clerk of the Course or their appointee shall give the final clearance for each special stage to start.

APPENDIX THREE

SCHEDULE RS - RALLYSPRINTS

Amendment Number	Date published	Date implemented	Article Number
36050	25 October 2022	25 October 2022	Article 1 – Introduction Article 3 – Dual Rallysprint Conditions Article 4 – Organisation Article 8 – Conduct of the Meeting

Standing Regulations governing all Rallysprint Events

Article 1	Introduction
Article 2	Rallysprint conditions
Article 3	Dual Rallysprint conditions
Article 4	Organisation
Article 5	Vehicles
Article 6	Passenger and New Competitor's Briefing
Article 7	Reconnaissance
Article 8	Conduct of the Meeting

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

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

1. **Introduction and requirements for all rallysprint events:** Rallysprint events are competitions held on a road course, and shall be run as a rally special stage complete with timing, safety and management practices as used in rally events, including where appropriate criss-cross sheet, control and intermediate radio points.

A route sheet must be supplied containing touring route instructions, emergency procedures, route symbols, SOS, as per Appendix Three Schedule R.

Stage notes, either organiser supplied or self-written, are permitted.

Events must comply with either Rallysprint (Article 2) or Dual Rallysprint (Article 3) conditions and not a mixture of both.

2. **Rallysprint conditions:**

2.1 **Course:** Only one section of road of up to 10km is permitted and the road may be used in either or both directions.

2.2 **Licence:**

(1) **Driver:** a minimum of a M Grade competition licence.

(2) **Co-driver/passenger:** no licence required but event indemnity to be signed.

2.3 **Results:**

(1) The fastest time taken to complete a single pass of the course, plus any relevant penalties, or

(2) The fastest total accumulated time over a maximum of three(3) passes through the course, plus any relevant penalties, or

(3) Through elimination heats where the fastest time taken to complete a single pass of the course plus any relevant penalties is used to determine the fastest percentage of entries with each run eliminating a further percentage of entries until the final two(2) or four(4) entrants are found. After this a final will determine the top placings from times recorded on that single pass over the course, plus any relevant penalties.

3. **Dual Rallysprint conditions:**

3.1 **Course:** Two sections of road of up to 10km each and the road may only be used in one direction with a maximum 60km competitive distance.

3.2 **Maximum number of competitors:** limited to 50.

3.3 **Licence:**

(1) **Driver:** a minimum of a R Grade competition licence.

(2) **Co-driver/passenger:** a minimum of a M Grade licence and event indemnity to be signed.

3.4 **Results are to be decided by:**

(1) The fastest time for section 1 and section 2 combined over a single pass, plus any relevant penalties, or

(2) The fastest time for section 1 plus the fastest time for section 2 added together, plus any relevant penalties.

4. Organisation:

4.1 An organising permit of the appropriate level and a detailed Safety plan is mandatory. Such Events can be held under any of the current Permit and corresponding Licence levels, i.e. ClubSport (Advanced Status Event), National and International.

4.2 A Steward will be appointed.

4.3 The attendance of a qualified first aid official with a complete first aid kit is compulsory. Included with the first aid kit shall be some form of mobile shelter capable of protecting a patient from the elements.

4.4 Fire extinguishers with a minimum capacity of 2kg must be available at the start, finish, and with a minimum of 0.9kg at any intermediate marshal posts.

4.5 A reliable communications system must be set up linking the Clerk of the Course with the start, finish and all intermediate marshal posts.

4.6 Vehicles will be subject to Safety Audits in accordance with Appendix Two Schedule A.

4.7 Supplementary Regulations shall be published for all Rallysprint events.

4.8 Dual Rallysprint Additional Organisational Requirements:

(1) The event control must be located in a suitable building, or mobile control room.

(2) Each competitive section must have an ACotC and FIV located at the start control. For clarification, such ACotCs do not need to be licenced but must have suitable experience.

4.9 Crew:

(1) Drivers shall hold a competition licence at least equal to, or of a higher grade to that, as specified for Rallysprint or Dual Rallysprint events.

(2) All drivers and passengers shall wear safety apparel as specified in the driver safety regulations contained in Appendix Two Schedule A.

(3) Vehicles must carry two(2) crew members.

5. Vehicles:

5.1 All vehicles shall conform to the vehicle safety regulations contained in Appendix Two Schedule A including all additional requirements for rally vehicles but do not need to comply with the requirement for Turbocharger and Supercharger restrictor(s).

6. Passenger and New Competitor's Briefing

6.1 At all Rallysprints the organisers are to ensure passengers and new competitors attend a special briefing conducted by a senior and experienced organiser or competitor. Such special briefings shall cover aspects of competitor safety procedures and actions as per Schedule R.

Note: *A new Competitor Briefing Checklist is one of the Standard documents available on the official MotorSport NZ website (www.motorsport.org.nz) or from the MotorSport NZ office.*

6.2 All drivers shall ensure that their passengers understand basic event safety procedures, how to correctly wear and subsequently uncouple the safety harness and that the passenger has signed the Passenger Indemnity and Declaration form prior to their participation. Minimum age of any passenger is 12 years. Passengers may be changed between runs.

Note: *Only passengers that have attended the briefing (Article 6.1) may compete.*

7. **Reconnaissance:** All drivers must be given a reconnaissance tour of the complete course.

8. **Conduct of the Meeting:**

(1) Prior to reconnaissance, the Clerk of the Course must brief all drivers covering the starting, finishing and emergency procedures, any relevant event penalties and the determination of results.

(2) At all times, the access way must be kept clear for an ambulance to enter or leave the venue without delay.

(3) **Clearance Car:** When the event is held on a closed public road, or where spectators are present, immediately prior to the passage of each competing car group it is recommended that a clearance car traverse the stage.

APPENDIX FOUR

SCHEDULE Z - RACES

Amendment Number	Date published	Date implemented	Article Number
36098	19 December 2024	1 January 2025	Article 13
36089	2 July 2024	2 July 2024	Article 4, 12, 13
36079	11 April 2024	1 May 2024	Article 1, 8, 10
36070	1 September 2023	1 September 2023	Article 1, 4, 8, 9, 12
36056	1 May 2023	12 June 2023	Complete re-issue
36053	21 Dec 2022	21 December 2022	Article 1, 7, 10, 12, 14, 24
36034	23 August 2021	1 September 2021	Article 10
36010	16 July 2019	16 July 2019	Article 1, 2, 8, 10, 13, 14

Standing Regulations applicable to all Races

Article 1	Interpretations
Article 2	Administration
Article 3	Entries
Article 4	Safety Audits, Documentation and Briefings
Article 5	Practice and Qualifying
Article 6	Starting Positions
Article 7	Assembly
Article 8	Starts
Article 9	Stopping Practice and Qualifying, Suspending the Race and Restarts
Article 10	Safety Car Operation
Article 11	Determination of the Finish
Article 12	Pit Regulations
Article 13	Circuit Regulations
Article 14	Official Signals
Article 15	Code of Driving Conduct
Article 16	Fuels and Refuelling
Article 17	Unsuitable Drivers and Vehicles
Article 18	Injuries
Article 19	Inquiries
Article 20	Protests
Article 21	Judges
Article 22	Driving Standard Observers
Article 23	General

Article 24 Meeting Rides

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

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

"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

“New Competitor” means a Competitor:

(1) Racing at one of their first three(3) race events; or

(2) Racing at any circuit for the first time; and

(3) Racing for the first time after a period of two(2) years.

“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) **“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

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

(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

“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

"Rolling Start" means a Race Start when the field is moving in a controlled formation, at the time the start order is given; 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.
- Event schedule.

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 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 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.

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 of the race.

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 indicate the Start of 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) Where a handicap group is not present, the start signal shall still be given for that group.

(4) 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 only be moved to the pit exit 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 Race shall be restarted using the original starting positions and start procedure.

(ii) the length of the restarted Race 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) 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).

(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;

(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.

(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 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 found 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.

(iv) Once the lead vehicle has crossed the Safety Car Control Line, the pit exit shall be closed. Any vehicle(s) at pit lane exit may rejoin the field once the field has passed, and the pit exit has opened.

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 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.

(4) **Time Penalties:** Where a Competitor has chosen to serve a time penalty at the conclusion of a pit stop, the car shall remain stationary with no work of any type being undertaken.

12.3 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.

12.4 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.

12.5 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 all four (4) tyres of the vehicle are outside the white lines defining the Circuit edges.

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 Time Penalties:

(1) Notification of Time Penalties:

(a) 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.

(b) Other time penalties authorised in the National Sporting Code, its Appendices and Schedules shall be advised in writing to the Competitor.

(c) Failure to give the notification referred to herein shall nevertheless not expunge such time penalty.

(2) Serving of Time Penalties:

(a) The Meeting Supplementary Regulations may contain a provision for competitors to serve a Time Penalty during a Race at the conclusion of a pit stop, in accordance with the following conditions:

(i) Competitors shall be notified of the penalty by the Clerk of the Course, or their nominee.

(ii) The Competitor shall serve the time penalty at the conclusion of their next pit stop, and shall notify an official accordingly. If there is insufficient time to complete a pit stop prior to the conclusion of the race, the time penalty will be added to the competitors total race time.

(iii) The time penalty cannot be served while the safety car is in operation or during a race suspension.

(iv) The car shall remain stationary with no work or intervention of any type being undertaken.

(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.

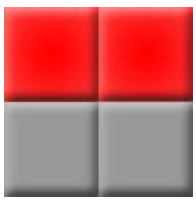
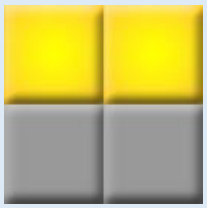
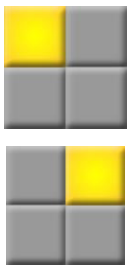
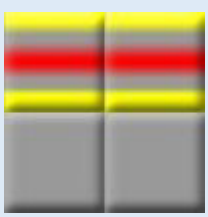
24. MEETING RIDES: Meeting ride sessions may be arranged at Meetings and shall be run in accordance with the MotorSport NZ policy specific to meeting rides as issued from time to time.

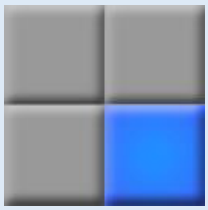
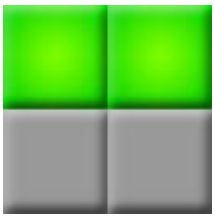
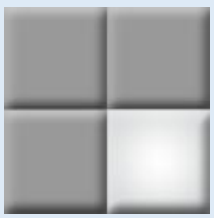
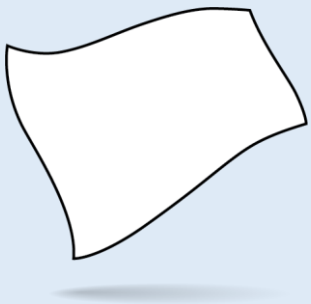
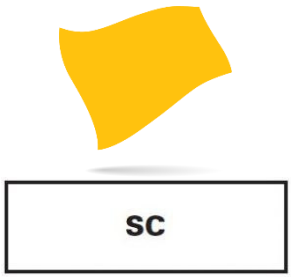
OFFICIAL RACE SIGNALS

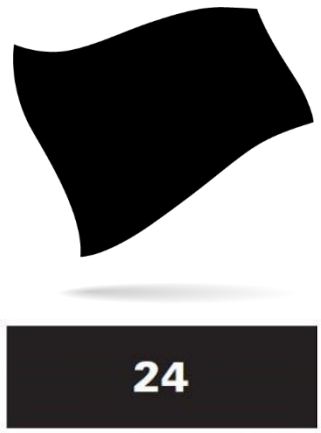
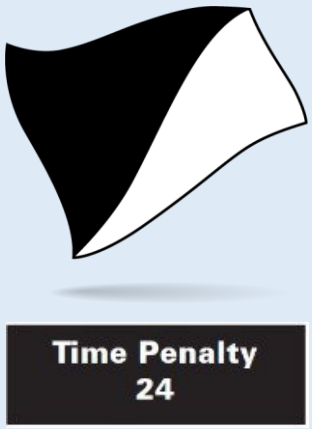
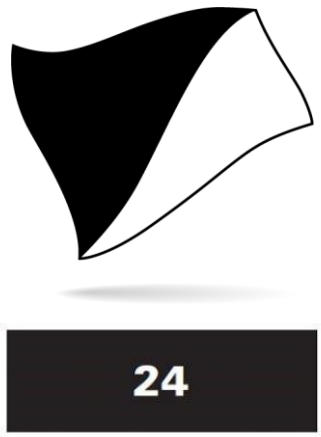
OFFICIAL RACE SIGNAL ILLUSTRATIONS

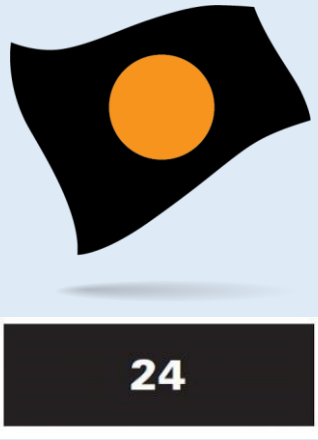
This document should be read in conjunction with Appendix Four, Schedule Z – Standing Regulations applicable to all Races.

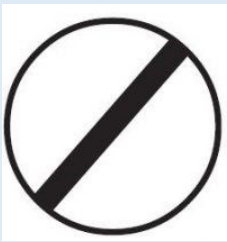
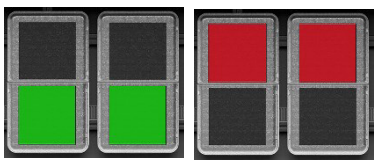
Last updated: June 2024

SIGNALS USED AT FLAG POINTS AROUND THE CIRCUIT		
LIGHT SIGNAL	**FLAG SIGNAL**	**DESCRIPTION**
		Used to signal the practice or qualifying session has been stopped or the race has been suspended. **Schedule Z** **Article 14.3 (1)**
		Used to signal that there is a hazard on, or in close proximity to the circuit. **Schedule Z** **Article 14.3 (2)**
		Used to signal that there is a **major** hazard on, or in close proximity to the circuit. **Schedule Z** **Article 14.3 (2)**
		Used to warn of debris or deterioration of adhesion. **Schedule Z** **Article 14.3 (3)**

LIGHT SIGNAL	FLAG SIGNAL	DESCRIPTION
		**During Practice:** used to signal a significantly faster vehicle is catching you. **During Race:** used to signal that you are about to be lapped. **Schedule Z** **Article 14.3 (4)**
		Used to signal the all clear at the end of the danger area marked by yellow signals. **Schedule Z** **Article 14.3 (5)**
		Used to warn you that you are catching a much slower car. **Schedule Z** **Article 14.3 (6)**
		Used to signal that the Safety Car will or has been deployed. **Schedule Z** **Article 10** **Article 14.3 (7)**

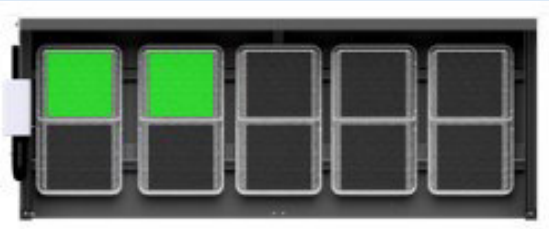
ADDITIONAL SIGNALS USED AT THE START/FINISH LINE ONLY		
SIGNAL	**DESCRIPTION**	**ARTICLE**
	Black signal displayed with white number on black signalling board.	**Schedule Z** **Article 14.4 (1)**
	Black and white rectangular signal split diagonally and displayed with a white number on a black signalling board that includes the word 'Time Penalty'.	**Schedule Z** **Article 14.4 (2)**
	Black and white rectangular signal split diagonally and displayed with a white number on a black signalling board.	**Schedule Z** **Article 14.4 (3)**

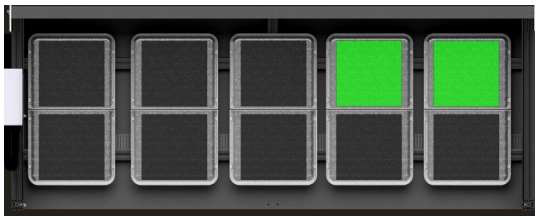
SIGNAL	DESCRIPTION	ARTICLE
	Black signal with orange disc displayed with white number on black signalling board.	**Schedule Z** **Article 14.4 (4)**
	Black signal displayed with white number on black signalling board that includes the words “Drive Through Penalty”.	**Schedule Z** **Article 14.4 (5)**
	Last Lap board	**Schedule Z** **Article 14.4 (6)**
	Rain Lights On board	**Schedule Z** **Article 14.4 (7)**
	National Flag	**Schedule Z** **Article 8.1 (1)** **Article 8.4 (2) & (3)**
	Chequered Flag signal	**Schedule Z** **Article 14.4 (8)**

SIGNAL	DESCRIPTION	ARTICLE
	Start Delayed board	**Schedule Z** **Article 8.2**
	Five second board	**Schedule Z** **Article 8.1 (1) (b)**
	Thirty second board	**Schedule Z** **Article 8.2 (1)**
	Pit Lane Speed Restriction sign	**Schedule Z** **Article 13.1 (2)** **Article 13.1 (3)**
	Pit Lane Speed De-restriction sign	**Schedule Z** **Article 13.1 (2)**
	Pit Exit Signal	**Schedule Z** **Article 8.6** **Article 12.4**

PRACTICE AND QUALIFYING SESSIONS

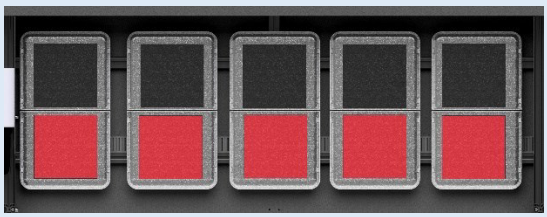
When green lights are used at the Start / Finish Line during the duration of a Practice or Qualifying session, they will alternately flash to indicate the imminent end of the session.





The session will conclude when the two flashing green lights are extinguished, and five red lights are illuminated. Slow down, complete the lap and return to the pits.

A chequered flag may be shown in addition to, or as a replacement of these lights.

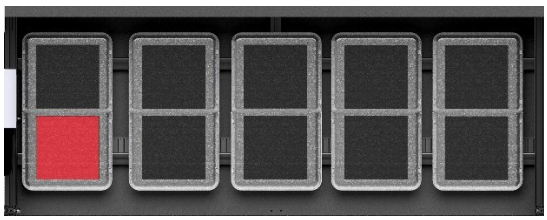


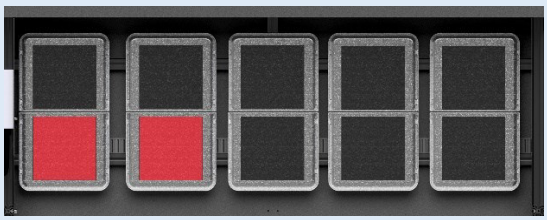
STANDING START EXAMPLE

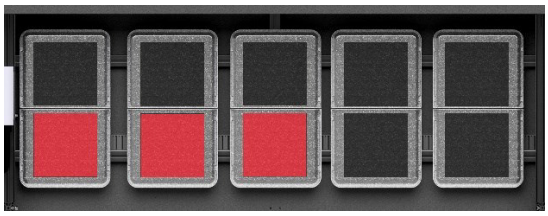
STANDING START BY LIGHTS

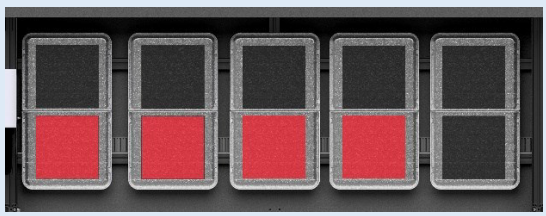
Schedule Z, Article 8.1

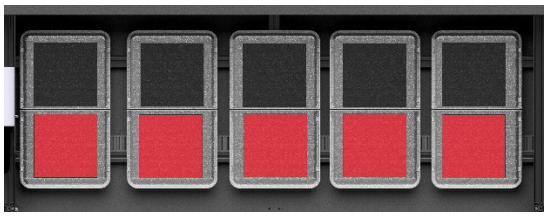
There will be five lights illuminated in sequence. Once all five lights are illuminated they will be extinguished to indicate the Start.

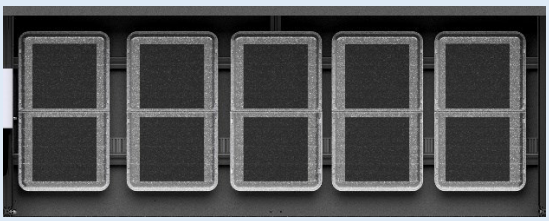












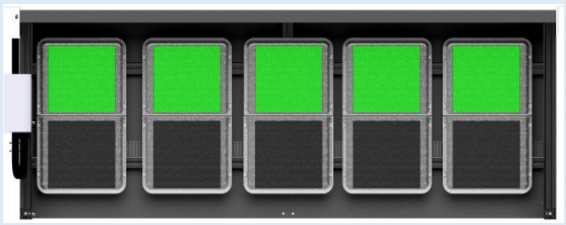
ROLLING START EXAMPLE

ROLLING START BY LIGHTS

Schedule Z, Article 8.4

After the Positioning Lap has been completed all vehicles assemble on the grid.

When race control is satisfied the pole vehicle is in the allocated position the green lights will illuminate and the field will be directed away for the Formation Lap behind the Safety Car.



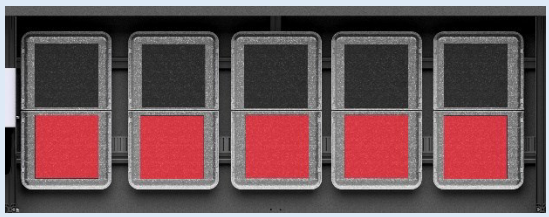
All vehicles must maintain their grid positions and keep up with the Safety Car.

On approach to the start line, the Safety Car will turn off its flashing lights and enter Pit Lane.

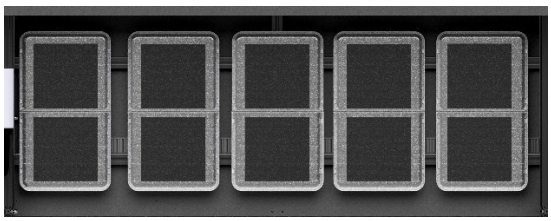
The field will then maintain a grid position of being alongside the vehicle on the same row with a gap of no more than three (3) vehicle lengths to the vehicle immediately in front or the row ahead if no vehicle is occupying that position.

A constant speed between 75-85 km/h set by the vehicle on pole position must be maintained until the signal to Start is given.

The red light(s) will be illuminated when the vehicles approach the start line.

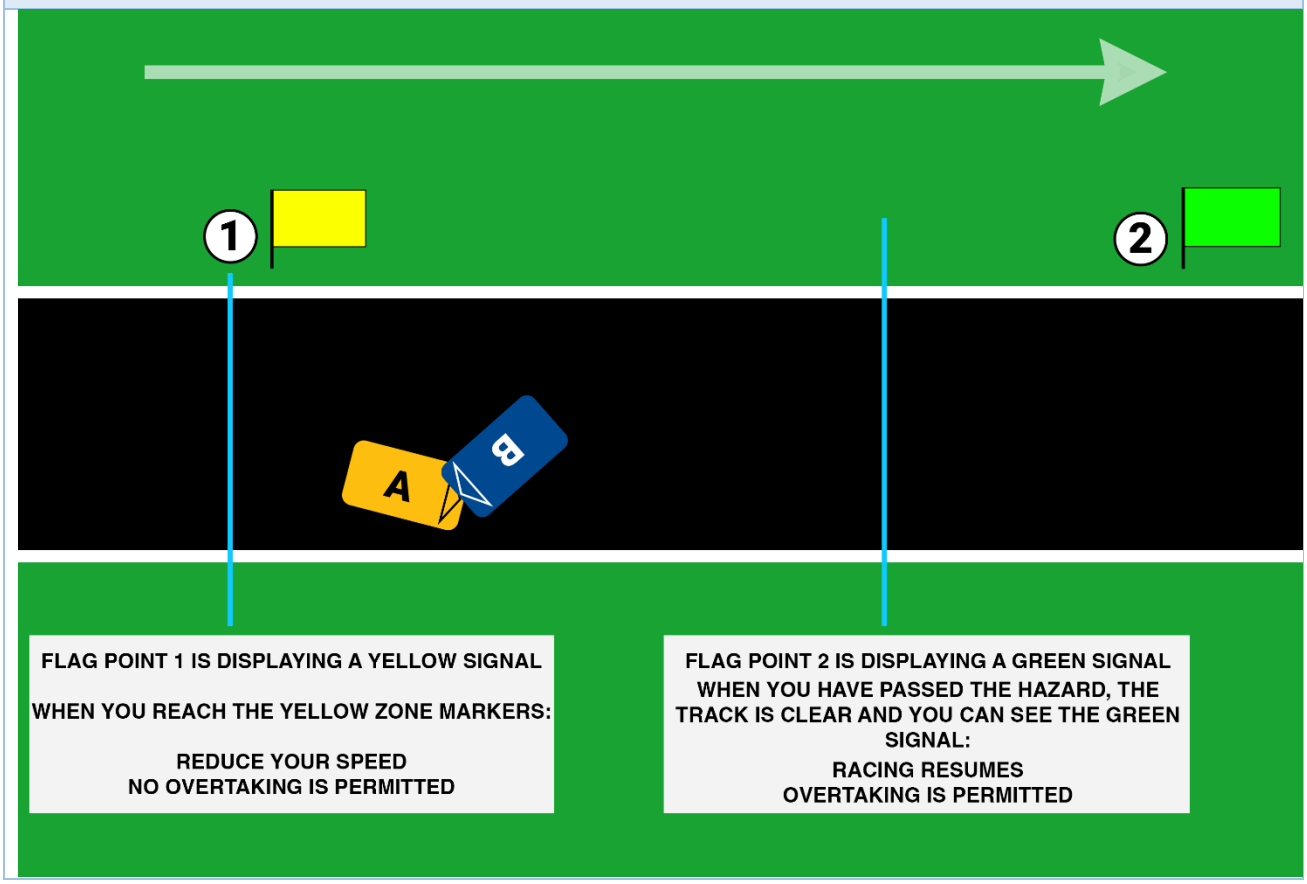


The red light(s) will be extinguished to indicate a Start.



ZONE MARKER EXAMPLE

Here is an example of zone markers as outlined in Schedule Z, Article 14.3 (3)



CODE OF DRIVING CONDUCT GUIDELINES

VERSION 2025.2 | EFFECTIVE 22/10/2025

INTRODUCTION & OBJECTIVES

These guidelines, adapted from the FIA's global standards, are produced as the primary reference for Officials and Competitors regarding the application of the Code of Driving Conduct as referenced in Schedule Z of the MotorSport New Zealand Manual. They supersede all previous versions and illustrations.

The objectives of these guidelines are to ensure:

- Safe, hard, and competitive racing.
- Fairness and sporting justice for all competitors.
- Consistency in decision-making across all categories of New Zealand circuit racing.
- Standardisation of driving standards and race direction in alignment with international best practice.

Key Principles for 2025 and Beyond:

- **Global Alignment:** It is important that all drivers learn and compete under the same standards applied at the highest levels of international motorsport, irrespective of which level they are competing at.
- **Clean Slate:** All previous incidents and cases where penalties may or may not have been applied will no longer be regarded as precedent. From their effective date, these guidelines form the sole basis for decisions made by Officials.
- **Incentivising Skill:** These rules are designed to incentivise skilful overtaking, while clarifying that defending a position unfairly or dangerously is not acceptable. Respecting track limits is also critical and must be enforced.

Framework for Incident Analysis

Racing is a dynamic process. While the following sections outline specific conditions for overtaking and defending, Officials will analyse the full context of any incident. They will consider how each incident evolved, including but not limited to the following factors:

1. **Lead-up:** How did the cars arrive at the point of incident? (e.g., late braking, diving in, moving under braking, change of track condition, wheel lock-up.)
2. **Execution:** Was the manoeuvre late or "overly optimistic"? Could the manoeuvre have been completed while remaining on the track?
3. **Awareness:** What could the drivers reasonably see, know, or anticipate from their respective positions?
4. **Control:** Was understeer, oversteer, or brake-locking exhibited by either car?
5. **Contribution:** Did a driver position or manoeuvre their car in a way that contributed to the incident?
6. **Corner Characteristics:** Did the type of corner contribute to the incident? (e.g., camber, kerbs, single vs. multiple apexes).
7. **Vehicle & Track State:** Consideration of the relative grip that the drivers have, the condition of their tyres, and circuit conditions. It is the driver's responsibility to drive to the level of grip available.

DRIVING STANDARDS

A. Overtaking on the INSIDE of a Corner

To be entitled to racing room on the inside of a corner, the overtaking car **must have its front axle AT LEAST ALONGSIDE the mirrors/middle section of the other car at the apex of the corner.**

In addition, the overtaking driver must:

1. Drive in a controlled manner throughout the entire manoeuvre (entry, apex, and exit).
2. Be able to take the corner within the track limits.
3. Not force the other car off the track at the exit, leaving a fair and acceptable width for the car being overtaken.

If these conditions are met, the car on the outside must leave sufficient racing room for the overtaking car.

B. Overtaking on the OUTSIDE of a Corner

Overtaking on the outside is a difficult manoeuvre. To be entitled to racing room when overtaking on the outside, the overtaking car **must have its front axle AT LEAST ALONGSIDE the front axle of the other car at the apex of the corner.**

In addition, the overtaking driver must:

1. Drive in a controlled manner throughout the manoeuvre.
2. Be able to take the corner within the track limits.

If these conditions are met, the car on the inside must not force the car on the outside wide and off the track.

C. Chicanes and S-Bends

1. The guidelines for inside and outside overtaking may be applied independently to each corner element at the discretion of the Officals, who will consider the sequence as a whole.
2. Priority will typically be given to the car that is ahead at the first corner element.

D. Defending on a STRAIGHT

1. In accordance with Schedule Z, more than one change of direction to defend a position is not permitted.
2. Any driver moving back towards the racing line after an initial defensive move must leave at least one car width between their car and the edge of the track on the approach to the corner.
3. A driver must not make a late change of direction as a reaction to an attacking move from a car behind. This is considered blocking.
4. Moves intended to break the slipstream of a car that is a safe distance behind may be acceptable, subject to the conditions above.

E. Defending under BRAKING

A driver must not make any change of direction after the deceleration phase for a corner has commenced, other than to follow the natural racing line.

F. Re-entering the Track

1. Re-entering the track after going off must be done with caution and in a safe manner. Maintaining racing speed in a runoff area is not permitted.
2. A car re-joining the circuit must give way to any car on the track. A car on track should not be forced to change its speed or line to avoid a re-entering car.

G. Track Limits

1. Respecting track limits is a fundamental part of motorsport. Driving at the limit while remaining on the track is a skill that must be rewarded.
2. **Qualifying:** A lap time achieved by infringing track limits will be deleted. The subsequent lap time may also be deleted if an advantage was gained.
3. **Practice:** Invalid lap times will be deleted. Repeated offences will be judged under Schedule Z.
4. **Giving Back an Advantage:** If the order of the cars behind changes following a track limit infringement by a driver, that driver may need to give up more than one position to fully nullify the advantage gained.

APPENDIX FIVE

SCHEDULE C - CLUBSPORT

Amendment Number	Date Published	Date Implemented	Article Number
36071	1 September 2023	1 September 2023	Part One, Article 2 – Event Descriptions Part One, Article 3 – Organisation
36019	1 October 2020	4 August 2020	Part One, Article 3 – Organisation Part One, Article 6 – Passengers
36016	29 April 2020	29 April 2020	Part One, Article 5 - Competitors
36008	11 July 2019	11 July 2019	Part One, Article 2 – Event Descriptions Part One, Article 5 – Competitors Part Two, Article 5 – Competitors Part Three, Article 2 – Sporting Trials

Part One – Standing Regulations covering all ClubSport Events, except Motorkhanas, Sporting Trials, Car Trials, and Regularity Trials

Article 1	ClubSport Introduction
Article 2	Event Descriptions
Article 3	Organisation
Article 4	Vehicles
Article 5	Competitors
Article 6	Passengers
Article 7	Conduct of the Meeting

Part Two – Standing Regulations for the conduct of Motorkhanas

Article 1	ClubSport Introduction
Article 2	The Course
Article 3	Organisation
Article 4	Vehicles
Article 5	Competitors
Article 6	Conduct of the Meeting

Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials

Article 1	ClubSport Introduction
Article 2	Sporting Trials
Article 3	Car Trials
Article 4	Regularity Trials

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

MotorSport NZ will publish the following in separate publications:

- Articles governing the ClubSport Championship (annually)
- Articles governing the Hillclimb Championships (annually)
- Schedule CK – Standing Regulations for the Conduct of Sporting Trials
- Schedule T – Standing Regulations for the Conduct of Car Trials

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

Part One – Standing Regulations covering all ClubSport Events, except Motorkhanas, Sporting Trials, Car Trials and Regularity Trials

1. **ClubSport Introduction:** ClubSport events are competitions held usually on a road, circuit or paddock, where the placings are decided by the time taken to complete the course, plus any relevant penalties. Included in this category of events are sprints (straight, bent and circuit), autocross and hillclimbs. Record attempts (both 'land speed' and 'endurance') do not come under the category of ClubSport events.

2. **Event Descriptions:**

2.1 **Basic Status Events:** Basic Status Events are those where competitors (including those new to motorsport) can compete without the need for specialised vehicles and expensive equipment.

All competitors, save for those entering their first or second Event, shall be members of a Member club.

The Basic Status Events are defined as follows;

(1) **Autocross:** Run on a marked-out course on an unsealed or sealed surface. The course plan is free provided no straight exceeds 200metres in length on an unsealed surface, or 100metres in length on a sealed surface. Two(2) or more cars may run at intervals if the Clerk of the Course deems the course suitable.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to.

(2) **Circuit Sprint (Single Car):** Run on a sealed circuit approved by MotorSport NZ. Cars may be started at intervals of five(5) seconds or more. When cars are started at these intervals the starting order shall be fastest to slowest i.e. faster cars starting earlier in the interval pattern so as to minimize overtaking. The maximum distance for each sprint session shall be six(6) laps of the circuit being used. If a car returns to the pit it shall not be permitted to rejoin for the duration of that session.

Event Organisers may, at the end of the competition, choose to hold a final "shootout" session. Each car participating in the session will be permitted one(1) "flying lap" as follows:

(a) The car will exit the Pit Lane and complete that part of a lap until the car crosses the start/finish line, and then

(b) Commence the "flying lap" and, at the end of the flying lap,

(c) Drive around the circuit until returning to the Pit Lane.

Cars will be released slowest to fastest and only two(2) cars shall permitted on the circuit at any one time, with cars being released from pit lane to commence their warm up lap once the previous car has completed their flying lap and is returning to pit lane.

A passenger may be carried at the discretion of the Clerk of the Course provided that Part One Article 6 of this Schedule is adhered to and either the driver or passenger holds a current MotorSport NZ competition licence.

(3) **Competitor Coaching:** An Event run at a venue (sealed or unsealed) approved by MotorSport NZ for the purpose of coaching competitors in competition techniques.

The coaching program shall be detailed in the Event Supplementary Regulations and include at least;

(a) Tutorial session covering aspects of car control, braking, racing lines and competition regulations; and,

(b) Details of familiarisation drive at slow speed to expand on tutorial session; and,

(c) Details of the competition runs.

All tutors shall be experienced competitors who hold, or have held a MotorSport NZ issued competition licence.

During any competition runs vehicles must be started at intervals of five(5) seconds or greater on sealed surfaces and intervals of thirty(30) seconds or greater on gravel surfaces.

(4) **Standing Sprint (Single Car):** Run from a standing start over a measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight for the entire measured distance and including the slow down area.

(5) **Motorkhanas**: (refer Part Two – Standing Regulations for the Conduct of Motorkhanas).

(6) **Triathlon (Group One):** A combination of three(3) different basic ClubSport Events, (e.g. a Motorkhana, an Autocross and a Standing Sprint (Single Car)), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend.

Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

Note: *Competitor Coaching may not be included in a Triathlon (Group One) Event.*

(7) **Trials:** *(refer Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials)*.

(8) **Solo Drift:** is a competition where single car drifting is judged on set criteria such as Speed, Line, Angle, Clipping Point Proximity and Style. The result is determined by points scored.

2.2 **Advanced Status Events:** Advanced Status Events are defined as follows;

(1) **Bent Sprint (Single Car):** Run on a road course, gravel or sealed surface, which has at least one(1) bend or curve. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time. The road may be used in either or both directions.

(2) **Circuit Sprint (Dual Car):** Run on a sealed circuit approved by MotorSport NZ. Paired cars may be started at intervals of five(5) seconds or more. When paired cars are started at these intervals the starting order shall be fastest pair to slowest pair i.e. faster paired cars starting earlier in the interval pattern so as to minimize overtaking.

(3) **Circuit Sprint (Multi Car):** Run on a sealed circuit approved by MotorSport NZ. All flag points required by the venue licence to be manned for Clubman's racing must be manned. Prior to this event being run a Circuit Sprint (Dual Car) must have been run on the same day, with all competitors in the Multi Car Sprint having completed two(2) Dual Car Sprints that day. A maximum of two(2) grids of six(6) cars may be started. If two(2) grids are used the fastest cars must be in the first grid. There must be a 30 second gap between the two(2) grids to ensure that there is no passing. Cars must be gridded fastest to slowest from times recorded in the Dual Car Sprints. The maximum distance for each sprint heat shall be four(4) laps of the circuit being used. During Multi Car Sprints Appendix Four Schedule Z flag procedures shall apply. Competitors must hold a M Grade Licence. (Temporary M Grade Licences are not valid for this event.) The Clerk of the Course must hold as a minimum a Silver Grade Race Licence, with Clerk of the Course Bronze licence holders assisting with the event organisation. An additional Drivers' briefing must be held covering flags, safety considerations, starting, first corner procedures etc.

(4) **Grasstrack Racing:** Run on grass surface circuit approved by MotorSport NZ at least 400metres long and 10metres wide. Run with up to a maximum of eight(8) vehicles from a grid start over two(2) laps or more of the circuit. All vehicles shall be fitted with mud flaps behind the rear and driving wheels.

(5) **Hillclimb:** Run on a road course, gravel or sealed, which is predominantly uphill from start to finish. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.

(6) **Rally Cross:** Run on a MotorSport NZ approved circuit at least 800metres long and 10metres wide, which may incorporate a water splash and other hazards. At least one quarter (1/4) and not more than one half (1/2) of the track length must be sealed. Cars run in fields from a grid start and complete a number of laps. All cars must be fitted with an approved safety cage and mud flaps behind rear and driving wheels, extending at least 50mm either side of the tyre, and to no more than 100mm above the ground.

Cars must also have a full windscreen of approved safety material and adequate windscreen washers.

(7) **Standing Sprint (Dual Car):** Paired cars may run from a standing start on a MotorSport NZ approved measured distance up to a maximum of 400metres (¼ mile) on any surface or road that is straight and at least twelve(12) metres wide for the entire measured distance including the slow down area.

(8) **Flying Sprint (Single Car):** Run on a sealed straight surface at least ten(10) metres wide for the entire distance including run up and slow down areas. The maximum run up distance shall be one(1) kilometre, followed immediately by a maximum timed distance of 400metres (¼ mile). Any extension of the run up or timed distance would require a Special Event Permit (refer Appendix One Schedule E).

(9) **Street Sprint:** A single car sprint held on a road in residential or commercial (industrial or shopping) areas is defined as a street sprint. Cars may be started at intervals, provided no two(2) cars are on the same section of road between marshal points at any one time.

(10) **Triathlon (Group Two):** A combination of three(3) different Advanced or Basic ClubSport Events, (e.g. a Motorkhana, Bent Sprint and a Hillclimb), where the competitor uses the same vehicle in all three(3) events, run over one(1) weekend. Results are calculated using the method described for the NZ ClubSport Championship, ensuring that each individual event contributes an equal amount to the overall result.

(11) **Team Drift:** is a competition where two(2) or more cars drift in formation (not battling). The judging criterion is the same as for Solo Drifting judging combined with additional Team Drifting judging criteria. The Team result is determined by points scored.

(12) **Drift Battle:** is a competition where two(2) cars 'battle' for the racing line. Each competitor will have a 'lead' and 'chase' run per session. The judging criterion is the same as for Solo Drifting judging combined with additional Drift Battle judging criteria which may include, but is not limited to, Speed, Chase (battle only), Line, Clipping Point Proximity and (of course) Style. Placing may be determined by the elimination process where each placing is 'battled for'.

Note: *Other judging criteria may be used such as, but not limited to, brake usage, proximity to other cars, entry speeds, drift box etc. The criteria used for a particular competition will be detailed in the Event Supplementary Regulations.*

3. Organisation:

Important Note: *Part Four of Appendix Two Schedule H details event safety requirements. It shall be read in conjunction with this Article.*

3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ Office.

3.2 A Steward will be appointed for all Advanced Status Events and for Basic Status Competitor Coaching Events. An additional Steward will be appointed for ClubSport Advanced Team Drift and Drift Battle events.

For Basic Status Events (other than Competitor Coaching) a Steward or Safety Officer may, at the discretion of the Permit Issuing Steward be appointed should it be considered

appropriate to do so. Where appointed the Safety Officer shall assume the duties and authority of a Steward as they relate to safety only.

3.2.1 A licenced Scrutineer will be appointed for all ClubSport Advanced events.

3.3 Supplementary Regulations must be published for National permit status Series and Championship events.

4. Vehicles:

4.1 All vehicles shall conform to the vehicle safety regulations contained in Appendix Two Schedule A except for Pre 1978 Schedule K, T&C, CR or RH vehicles that are in compliance with Appendix Six Schedule AA.

Note: *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*

5. Competitors:

5.1 All drivers must hold a current club membership of a Member club except for new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a club.

5.2 **Requirement for Competition Licence:** The licence requirements are as follows:

(1) Basic Status Events: A competition licence is not required.

(a) Junior Competitors: Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Basic Status Events on the following conditions;

(i) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and

(ii) Only at the discretion of the Event Clerk of the Course.

(2) Advanced Status Events: All competitors shall hold as a minimum either a Temporary M Grade or M Grade competition licence.

5.3 All competitors must wear safety apparel as specified in the competitor safety regulations contained in Appendix Two Schedule A.

6. Passengers:

6.1 Passengers are not permitted in Basic Status Events unless stated otherwise in the Event descriptions detailed earlier in this Schedule.

6.2 Passengers may be carried in Advanced Status Events, except for Rallycross, Grasstrack Racing, Flying Sprint and Circuit Sprint (Multi car) events, under the following conditions:

(1) Only on such Events that the Clerk of the Course considers the venue does not impose any undue hazards. The Clerk of the Course's decision to decline passengers shall be final.

(2) All vehicles (including Pre 1978 vehicles in compliance with Appendix Six Schedule AA) carrying passengers shall be fitted with the following equipment, which must comply with Appendix Two Schedule A;

(a) Full safety cage, and

(b) Both Front Seats, and

(c) Four(4), Five(5) or Six(6) point safety harnesses for both occupants.

(3) If a vehicle has not been included in the event safety audit program, all passenger safety equipment and protective clothing shall be inspected and this inspection is to be noted in the vehicle logbook.
Note: *It is recommended that vehicles inspected and approved to carry passengers. carry some form of identification to signify that they have been approved to carry passengers.*

(4) Passengers shall wear safety apparel as specified in the competitors safety regulations contained in Appendix Two Schedule A.

(5) All passengers shall be briefed on basic event safety procedures, how to correctly wear and subsequently uncouple the safety harness, and shall sign the Passenger Indemnity and Declaration form prior to their participation.

(6) The minimum age of any passenger is twelve(12) years.

(7) Passengers may be changed between runs.

7. Conduct of the Meeting:

7.1 Prior to practice, the Clerk of the Course shall brief all competitors covering the starting, finishing, emergency procedures, any relevant event penalties and the determination of results.

7.2 All competitors shall be given a reconnaissance tour of the complete course or at least one(1) practice run.

7.3 For all events (excluding those detailed in Part One Article 2.2(3)), should a red flag be waved or displayed to a competitor from any of the marshal points on the course, the competitor must stop as soon as practicable (ensuring that the vehicle is halted in a safe position) and await further instructions. A briefing on these will be held prior to practice beginning.

7.4 At all times, the access way must be kept clear for an ambulance to enter or leave the venue without delay.

Part Two – Standing Regulations for the Conduct of Motorkhanas

1. **Introduction**: A Motorkhana is a test primarily of driver skill (rather than outright speed) in which competitors negotiate a precise course usually defined by flags or cones. Motorkhanas are usually held on a tarseal or gravel car park, or a grass paddock.

These Basic Status Events are run at ClubSport and National permit status level with the premier event being the MotorSport NZ Motorkhana Championship contested as part of the ClubSport Gold Star Championship.

Annually MotorSport NZ shall publish a portfolio which contains the Articles of the Championship.

2. **The Course:** The layout of each motorkhana test is free except that no test course may exceed 200metres in length and must be sufficiently clear of spectators and their cars etc.

3. **Organisation:**

Important Note: *Part Four of Appendix Two Schedule H details event safety requirements. For Motorkhanas given the nature of such events a safety plan is not a prerequisite, however, organisers are advised to consider the basic safety measures detailed in Article 1.2 (1), (2) and (3) of that Part when planning events.*

3.1 An organising permit is required. Public liability insurance is automatically included in the permit cost. For in-depth Organiser details please refer to the ClubSport Organisers Handbook issued on request by the MotorSport NZ office.

3.2 A Steward or Safety Officer may be appointed to attend events.

3.3 The attendance of a qualified first aid official with a complete first aid kit is not mandatory but is recommended.

3.4 At least two(2) Fire extinguishers with a minimum capacity of 2kg each must be positioned in close proximity to the start line and in the care of a competent marshal.

3.5 Visual communication can be used.

3.6 Supplementary Regulations must be published for National permit status Series and Championship events.

4. **Vehicles:**

4.1 All vehicles shall as a minimum be to a warrantable standard, with a securely mounted seat, safe steering and effective brakes. The Clerk of the Course has discretionary powers as to the type of vehicle deemed suitable for the venue.

Note: *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*

5. **Competitors:**

5.1 **Membership and Licence requirements:**

(1) All competitors shall hold a current club membership of a Member club except new entrants to motorsport, who may compete in two(2) club level Motorkhanas before being required to join a club. A MotorSport NZ Competition Licence is not a prerequisite except as specified in (2) below.

(2) Any competitor between the ages 12-16 years who does not hold a valid MotorSport NZ competition licence may be allowed to compete in Motorkhanas on the following conditions;

(a) That the venue restrictions along with the vehicle type and cubic capacity restrictions detailed in Appendix One Schedule L Part One Article 3.2(2) are respected, and

(b) Only at the discretion of the Event Clerk of the Course.

6. Conduct of the Meeting:

6.1 Prior to competition, the Clerk of the Course must brief all drivers covering the number of attempts at each test, starting, finishing, timing, any relevant event penalties and the determination of results.

6.2 Each test must conclude with a complete vehicle stop, either on a line, astride a line or within a predetermined area, (eg. a garage), as advised at briefing.

6.3 Only one(1) vehicle at a time may run on a test.

6.4 Passengers may not be carried in National permit status level events. Passengers may only be carried in ClubSport status level events, at the discretion of the Clerk of the Course, for the purpose of driver coaching.

Part Three – Standing Regulations for the Conduct of Sporting Trials, Car Trials and Regularity Trials

1. **Introduction:** Regularity Trials, Sporting Trials and Car Trials are Basic Status Events held under a ClubSport permit.

Note: *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz)*

2. **Sporting Trials:** Sporting Trials have their Standing Regulations published in the Sporting Trials Competition Booklet, which incorporates Appendix Five Schedule CK. This booklet is available on request from MotorSport NZ.

"Sporting Trial" means a ClubSport Basic Status Event in which competitors negotiate a precise off – road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results.
Unless competing in their first or second introductory event, drivers shall be a member of a Member Club.

3. **Car Trials:** Car Trials have their Standing Regulations published in the Trials Competition Handbook, which incorporates Appendix Five Schedule T. This booklet is available on request from MotorSport NZ.

"Car Trial" means a ClubSport Basic Status Event wherein the main portion of the route is over public highways, roads and streets. It is an event where competitors follow a set of written instructions and the marking of the competition is primarily for adherence to the correct route and maintenance of the prescribed time and/or speed schedule. If competitors make mistakes they will traverse a different course and travel a different distance.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.

4. **Regularity Trials:** Regularity Trials have their Standing Regulations published in Appendix Five Schedule RT.

"Historic Regularity Trial" means a ClubSport Basic Status Event providing a variation of the rules for Historic and Classic competition to allow those to run their vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

"Modern Regularity Trial" means a ClubSport Basic Status Event for vehicles complying with Appendix Two Schedule A to allow those to run their modern vehicles on a race circuit for the enjoyment of themselves and the spectators without the cut and thrust approach of racing. It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

Unless competing in their first or second introductory event, competitors shall be a member of a Member Club.

APPENDIX FIVE

SCHEDULE CK – SPORTING TRIALS COMPETITION

Amendment Number	Date Published	Date Implemented	Article Number
36046	13 June 2022	13 June 2022	Part Five – Vehicle Eligibility

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Addendum

1	Sample Event Safety Plan and Clearance Certificate

Note: *Amendments will be visually highlighted for a duration of 24 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One

Foreword

Sporting Trials originated in England in the early part of the 20th century. In the mid-1990's they finally found their way to New Zealand mainly through the efforts of enthusiasts from the Taranaki Car Club.

From their early success in Taranaki a member club with the specific purpose of encouraging the development and spread of such events was formed and as a consequence of their actions the number of competitors and special vehicles are on the increase.

Sporting trials are designed with absolute emphasis on car control in negotiating a marked course usually set on steep terrain.

This is yet another version of motorsport where the novice driver can participate and compete in a controlled and safe environment with the emphasis on car control not speed.

For detailed information on building a sporting trials vehicle or on any aspect of this technical form of motorsport we recommend contact with Sporting Trials New Zealand Inc. whose aim as a member club is to run and promote Sporting Trials events throughout New Zealand.

VALIDITY
The various regulations contained in this Schedule become effective as from the 13th June 2022
This publication supersedes all previous editions.

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- The ClubSport Advisory Commission.
- Mr Sidney Hirst of Sidco Manufacturing.
- Mr Derek Keesing of Sporting Trials New Zealand Inc.

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Part Two - Introduction to Sporting Trials

1. **Definition of a Sporting Trial:** A ClubSport Basic status event in which competitors negotiate a precise off-road obstacle course on hilly and undulating terrain defined by marker pegs, designed to test driver skill. Speed is not a factor in deciding results.

The Sporting Trial takes the basic idea of a climb from A to B to a much more imaginative challenge on totally unmade surfaces. Gradient, camber, surface and natural features are all blended to create a typical Sporting Trial event. The objective is to get as far through each section as possible without stopping, through loss of traction, stalling, or touching a marker peg.

A typical Sporting Trial will consist of several Sections run three or more times, making an eventof up to thirty sections. A section will be marked with numbered pegs on the right beginning with 12 and ending with 1. Sections should get progressively more difficult (steeper and sometimes tighter) as the numbers decrease.

2. **Objects:** The main objective of a sporting trial is the ability of the crew (Driver and Bouncer) to drive a vehicle through marked sections without stopping, hitting marker pegs or travelling outsidethe section boundaries. A penalty is given for stopping, hitting a marker peg or straying outside the section boundaries. The penalty mark given is taken from the numbered marker peg immediately in front of the vehicle except where the numbered markers are contacted by the car or any occupant. In this case the penalty is the number on the marker. At this point the competitor retires from that section and proceeds to the next section. The greater distance travelled in each section the lesser the penalty points. At the end of all Rounds of the competitionthe crew with the least points is declared the winner.

3. **Jurisdiction:** This Schedule CK forms the regulations for all Sporting Trials in particular Part Four of this Schedule being the Standing Regulations for all Sporting Trials.

Supplementary regulations will be those regulations issued by the individual organisers, which will contain details on:

- Event date, time and place
- Entry fee and closing date.
- Other relevant information.

4. **Abbreviations and Definitions:**

4.1 **Abbreviations:** The following abbreviations, in either upper or lower case, are used in this Schedule, and may be used in Supplementary Regulations:

"ASN" means a National Sporting Organisation for motorsport recognised by the FIA, and

"FIA" means the Federation Internationale de L'Automobile, and

"MotorSport NZ" means MotorSport New Zealand Inc, and

"NSC" means MotorSport NZ's National Sporting Code.

4.2 **Definitions:**

"Bouncer" means the member of the crew not driving at the time of competition, and

"Crew" means the driver and bouncer, being the two persons who are in control of the vehicle in competition on the Event, and

"Driver" means the member of the crew who is entered for, and drives in an Event, and

"Round" means the first, second, third or more competition run through the Event consecutive sections.

"Run" means a competitive attempt to negotiate a section in an Event round.

"Section" means the competitive off-road marked course that the crew must negotiate.

Part Three - Organisers Requirements

5. **Organisation:** The rules in this part refer specifically to requirements on organisers. These are mandatory on organisers, but organisers shall remember that competitors are not required tohave knowledge of these rules in order to compete.

(1) **Permit and Supplementary Regulations:** A ClubSport Basic Organising Permit is required. Supplementary Regulations shall be published for all events.

Note: *A Supplementary Regulations template for ClubSport events may be found on the MotorSport NZ website – www.motorsport.org.nz.*

(2) **Officials Required:**

(a) Clerk of the Course (minimum a Clerk of Course (Bronze) licence)

(b) Secretary of the Meeting

(c) Accident Investigator (can be assumed by the Clerk of the Course)

(d) Scrutineer(s) (preferably licenced)

(e) Section Observers

(f) First Aid Official(s)

(g) A Steward or alternatively, a Safety Officer (if appointed by the Permit Issuing Authority)

Notes:

1. *Upon the successful completion of their appropriate duties, the Secretary, First Aid Official, Scrutineer and Section Observers may take part in the competition.*

2. *The Clerk of the Course can compete provided an alternative, suitably qualified person acceptable to the organisers is present to control the event during thecompetition of the Clerk of the Course. A clear method of responsibility hand over is required.*

3. *Under no circumstances can the Steward or Safety Officer compete in the event.*

(3) **Fire Extinguisher requirement:** Fire extinguishers with capacity of at least 0.9kg shall be available at the start of each section whilst a vehicle is competing in the section. If two(2) sections starts are located side by side then one(1) extinguisher between the two(2) is permitted.

These extinguishers shall be either dry powder or foam.

(4) **Safety Plan:** A Safety Plan is required.

Note: *An example is shown at the end of the Handbook*.

(5) **First Aid:** The attendance of a qualified first aid official with a complete first aid kit is compulsory. Included with the first aid kit will be some form of mobile shelter capable of protecting a patient from the elements. The organiser shall be aware of the nearest hospitaland the best route to it in case of incident.

(6) **Emergency Services:** Organisers shall include in the Safety Plan details of appropriate methods of communication with all the relevant emergency services such as Fire

Brigade, Ambulance and Police.

6. **Venue:** A suitable venue shall be available, eg. private farmland, quarries etc. Suitability of venue can be adjudged as follows:

(a) The beginning and end of each Section shall be marked by signs with sign Number One(1) being the end of the Section. The start of Sections shall be reasonably flat and wide so that all competitors can at least enter the Section.

(b) Every practicable precaution shall be taken to avoid depositing mud or soil on the public highway.

7. **Sections:**

(1) The layout of Sections shall take into account possible failure points and safe exit routes. Adesignated free area should be left between a section and spectator areas sufficient to allow a driver to recover control of a vehicle sliding or running out of a section.

The start of the section shall not be placed immediately down hill of any Failure point or Safe exit route. Vehicles moving to and from a section shall not block a section's safe exit route.

As a guide, no person may stand immediately behind, ie (down hill of), any car moving in that section. The organisers should ensure when establishing the layout of Sections that they can be marshalled with the minimum number of officials.

(2) Sections if possible should be of sufficient width to allow a choice of route. They should be of a winding nature so as to place a premium on driving skill. The minimum driveable outside radius of corners shall be no less than three(3) metres. Marker pegs should be placed in front of trees to avoid damaging the tree.

(3) If possible, alternative routes should be planned in case of changing weather conditions.

8. **Section Marking:**

(1) It is recommended that Sections be laid out using a minimum of 13 pairs of marker pegs of a minimum height of one(1) metre and with colour coding to clearly identify each side of theroute. Red or orange pegs on the left. White or grey pegs on the right, supporting a clearly visible grading number (sub-section number) on a white background, which shall have a minimum figure height of 50mm. Metal rod markers should not be used. (Plastic or PVC electrical conduit makes excellent marker pegs).

Extra-unnumbered pegs should be placed to avoid the likelihood of Competitors putting all four wheels out between the numbered pegs.

All pegs are to be placed where they are unlikely to be moved by bushes or branches.

(2) Sub section numbered pegs are to be placed on the right hand side with the corresponding guide markers on the left-hand side. Sub-section markers are to be closely grouped in areas of expected failure. Where pegs are to be closely grouped a smaller numbered peg can be placed beside the corresponding orange or red peg, or other means may be used, to assist observers with marking.

9. **Safety of Sections:** The Clerk of the Course shall check the sections for safety; this can be achieved by:

(a) Driving the section, or

(b) Visual inspection, or alternatively by

(c) Leading a selected group of drivers through each section if the Clerk of the Course is an inexperienced Trials driver.

Part Four - Standing Regulations for all Sporting Trials

10. **Announcement:** All Sporting Trials are held under the MotorSport NZ National Sporting Code and its Appendices and Schedules with Appendix 5, Schedule CK Part Four being the Standing Regulations.

These are to be read in conjunction with the Event Supplementary Regulations

11. **Competitor and Crew Requirements:**

(1) The crew for any vehicle competing in a sporting trial will be a driver and a bouncer.

(2) All drivers shall hold a current membership of either a Member club or Associate Member club of MotorSport NZ, except for new entrants to motorsport, who may compete in two(2) Sporting Trials before being required to join a club.

Note: *Membership of either a member club or associate member club is not compulsory but highly recommended for the bouncer*.

(3) **Junior Crew:** A junior competitor aged between their 12th and 16th birthday, who does not hold a MotorSport NZ issued M Grade licence or higher, will be eligible to compete under the following conditions:

(a) **Driver:** at the discretion of the Clerk of the Course, provided that the event is held on a private venue and that the competition vehicle being driven has a corrected capacity of less than 2500cc.

(b) **Bouncer:** at the discretion of the Clerk of the Course.

(4) The crew shall wear as a minimum safety apparel as follows:

(a) **Protective Helmets** of either open or closed face design in compliance with an Appendix Two, Schedule A standard.

(b) **Protective clothing** being:

(i) Overalls being a one-piece garment worn as an outermost layer, designed with close fitting front, cuffs and ankles which entirely cover the wearer except for the head, hands and feet, and
(ii) Socks being at least to mid-calf, and
(iii) Footwear that cover the whole foot and ankle.

Notes:
1. *Safety goggles are optional.*
2. *Wet weather gear may be worn over overalls.*

(5) Several drivers are permitted for each vehicle unless otherwise stated in the Event Supplementary Regulations.

(6) During all sections the bouncer shall occupy the seat alongside the driver in accordance with the following requirements:

(a) While competing in a section the bouncer shall be facing forward, and

(b) “Bouncing” will only be permitted so long as part of the driver's or bouncer’s buttocks remain within a plan view (when on level ground) of the seat back and side of the driver/bouncer compartment, and

(c) Passengers in addition to the crew, cannot be carried in or on a Trials car unless they occupy a seat designed for the purpose and wear the safety apparel detailed in (4) of this Article.

12. **Vehicles:** All Sporting Trials cars shall conform with Part Five of Schedule CK.

13. **Competition Rules – Briefing:** Prior to starting, the Clerk of the Course should brief all Drivers, Bouncers, Section Observers and Officials covering the starting, finishing, emergency procedures, and any relevant event penalties and the determination of results.

14. **Safety Audits:**

(1) Competitors shall report with their vehicle for safety / eligibility and checking of logbooks, and club membership at the time and place specified in the Supplementary Regulations.

(2) Competitors reporting late may have penalties imposed, as provided for in the National Sporting Code

15. **Competition Numbers (if specified in the Event Supplementary Regulations):**

(1) Numbers will be allocated by the Organiser.

(2) Numbers shall be displayed on each car throughout the event.

(3) Competitors will start in the designated order, unless the Event Supplementary Regulations specify otherwise and will remain in the correct running order unless authorised by an official.

16. **Sections:**

(1) Details of sections will be issued at the Driver Briefing.

(2) The onus of following the correct route will rest with the driver.

(3) There will be no time schedule to be maintained during the event unless the Event Supplementary Regulations specify otherwise.

(4) Competitors will proceed from point to point with as little delay as possible. Any competitor suspected of loitering may be directed to proceed by an official.

(5) No unauthorised assistance is allowed whilst competing in a section and cars shall complete the course under their own power.

(6) No case of force majeure will be taken into consideration, however final decisions effecting scores is at the discretion of the Clerk of the Course

(7) Competitors will attempt to negotiate sections non-stop.

(8) Failure of a car to maintain unassisted forward motion in the direction of the course, or move backwards will be regarded as failure to comply with the requirements to proceed non-stop and shall be marked accordingly. The point of failure will be that of the contact between the ground and the front wheel that is further from the start of the section. In forward motion the steerable wheels shall be the farther from the start line.

(9) Before attempting a section, a car will be brought to rest with a leading front wheel hub as

close as possible vertically over the start line, as indicated by Officials and the driver will not proceed until instructed to do so. It is permissible to start the car when only one hub is on the line and the car is askew providing that the other has not crossed the line.

(10) A car will be deemed to have entered a section when the point of contact between either front wheel and the ground has passed the marker(s) indicating the beginning of the Section.

(11) A car will be deemed to have cleaned (or cleared) an observed section when either:

(a) The point of contact between one of the front wheels and the ground has passed the marker(s) indicating the end of that section; and,

(b) Provided that no prior penalty has been incurred.

(12) Failure to proceed whether involuntarily or otherwise from the starting position into a Section when instructed to do so will be regarded as a failure in that Section.

17. Sub Sections:

(1) Sections will be divided into Sub-Sections. With the numbered pegs indicating the beginning and end of such Sub-Sections.

(2) A car will be deemed to have entered and cleared a Sub-Section in accordance with Article 16 (10) and (11) above.

(3) Failure in a lower or earlier Sub-Section will constitute failure in all succeeding Sub-Sections. The start line will indicate the greatest penalty and the finish line (the number one pegs or gate) the zero penalty.

(4) A competitor will be deemed to have failed to negotiate a Section non-stop should:

(a) Forward motion cease, or

(b) Any part of the vehicle, driver or bouncer comes in contact with a marker peg, or;

- All four wheels of the competitor's car are outside the boundary of the course at the same time, the course being represented by a straight line drawn from course marker to course marker along the direction of the course unless otherwise stated by the official.

- The point of failure will be deemed to be that at which a marker is struck or in the case of more than one marker, the first marker or the point at which the boundary of the course is first crossed by all wheels of the competing car.

(5) Should the point of failure as defined by Article 17(4)(b) coincide with the division between two Sections or Sub-Sections the marks lost will be those appropriate to failure in whichever of the two(2) Section or Sub-Sections provides the greatest penalty.

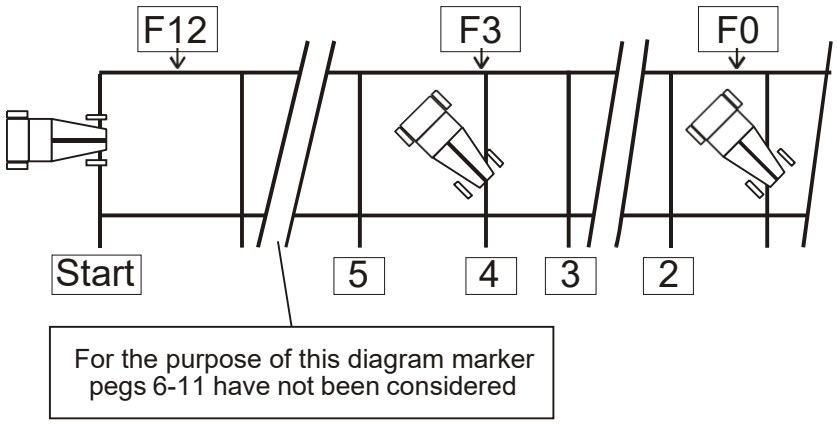


Diagram illustrating the application of Article 16 (7) and (8). The figures preceded by F indicate the correct penalties for a car stopping in the position shown.

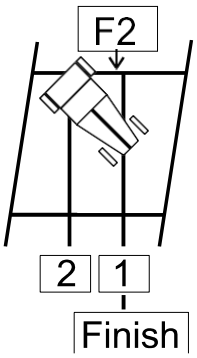


Diagram illustrating Article 17(4)(c), a vehicle which has failed to complete the section by going outside the marked sub-section (ie. ran over the number 2 marker). In this instance the competitor incurs two(2) penalty points.

18. **Change of Tyre Pressures:** Competitors will be advised at documentation, or at the driver's briefing, of minimum tyre pressures. However the organisers may require all competitors to increase or decrease the minimum permitted tyre pressure prior to the commencement of any round. Competitors shall be advised of this by the Clerk of the Course, a section Observer or on a notice board and sufficient time for competitors to comply shall be allowed. The Clerk of the Course may perform random checks on tyre pressures.

19. **Results:**

(1) Section Observers will be appointed to adjudicate on:

(a) Conforming to the correct route of the course.

(b) Touching markers.

(c) Failure to proceed non-stop when required.

(d) Conforming to Article 11(6).

(e) Time of arrival/departure at section.

(f) Unauthorised assistance or servicing.

(2) Performances on any Section may be ignored at the Clerk of the Course discretion even though there may have been successful attempts to negotiate the section or test. If this discretion is exercised no performance on the Section in question shall be taken into account when compiling the results.

This would be the case should a section be abandoned for safety reasons or has become totally undrivable.

(3) Competitors will start with zero(0) marks. The competitor incurring the least penalty will be the winner and so on.

(4) To be classed as a finisher a competitor shall have attempted at least three-quarters of the total number of Sections, and arrive at the finish within 20 minutes of the time of arrival of the preceding car or three-quarters of the field of competitors entered, whichever is first.

(5) Competitors will be scored on cards held by observers of each section. Each competitor may be provided with a results card that they will carry and produce on demand for officials to mark at the end of each Section.

(6) Ties will be resolved by comparing the number of penalties lost by each competitor on each section and in favour of the competitor who has the greatest number of low penalties. Should this method not resolve the tie, the Clerk of the Course will resort to the "furtherest, cleanest" principle starting from Section One.

20. **Penalties:** Penalties marks will be incurred per offence as follows, unless the marks lost stated below are modified by the Event Supplementary Regulations.

Note: *All penalties shall be added to the Driver's score***.**

(a)	Not attempting, or being ready to attempt a Section or Sub-Section when instructed to do so.	12 penalty marks.
(b)	Not complying with a reasonable instruction by an Official forwhich a penalty is not otherwise stipulated, and provided warning of penalty is given.	12 penalty marks.
(c)	Driver bouncer and /or passengers not seated in accordancewith Article 11(6).	12 penalty marks.
(d)	Running with tyre pressures lower than that permitted by Technical Regulations or by an instruction conveyed by the Clerk of the Course (refer Part Four, Article 18).	50 penalty marks.
(e)	Varying ballast during an event (per offence).	50 penalty marks.
(f)	Unauthorised assistance (per offence).	up to 50 penalty marks.

Part Five – Vehicle Eligibility

21. Eligibility of Vehicles:

(1) A Sporting Trials vehicle is a purpose built two(2) seater, open cockpit style vehicle built specifically for Sporting Trials and shall respect the provisions of Appendix Two, Schedule A, except where specifically detailed otherwise within this Part Five.

(2) All other vehicles shall comply with the provisions of Appendix Two Schedule A. An organiser may establish separate classes for either four-wheel drive or front / rear wheel drive vehicles and where necessary modify the sections with different routes to allow different classes to compete, classes will be scored separately for results purposes.

(3) Notwithstanding the provisions of Article 21(2) vehicles that comply with another ASN's Regulations may be permitted to compete upon approval of MotorSport NZ.

22. Sporting Trial Vehicles Permitted Modifications: The following permitted modifications are only applicable to vehicles manufactured or modified specifically for the purpose of competition in Sporting Trial events.

(1) A **Safety rollbar** shall be fitted and shall respect, as a minimum, the following:

(a) Be securely attached to the vehicle structure.

(b) Have a minimum height of 900mm above the uncompressed seat cushion (refer to diagram).

(c) The minimum material specifications are;

(i) **For vehicles constructed before 31 August 2012:** 35mm x 1.6mm steel tubing with a minimum yield strength of 190MPa, or

(ii) **For vehicles constructed from 1 September 2012:** 42.3mm x 1.6mm steel tubing with a minimum yield strength of 374MPa.

(d) Have top bends with minimal tube deformation and a radius, measured to the tube's centre-line, of at least 3x tube diameter.

(e) The top of the roll bar shall be no wider than 420 mm across the horizontal between the bends, and

(i) Have a minimum of two(2) forward braces, one(1) on each side of the roll bar with the upper attachment being on the vertical part of the rollbar.

(ii) Have padding on any bars that are above the level of the uncompressed seat cushion.

Note: *Safety rollbar homologation by MotorSport NZ is not mandatory.*

(2) **Lap Belts** are optional, however if fitted any anchorage point created on the bodyshell shall as a minimum have:

- A steel reinforcement plate with an area of at least 50mm x 50mm x 3mm with radiused corners,
- Chamfered edges, that follows the panel surface with the attachments hole centrally located.

(3) **Fire extinguishers** are optional, but where fitted shall be installed in accordance with the following:

(a) For hand-held extinguishers, a metal retaining system incorporating a quick release metal strap/s shall be fitted and secured to the structure of the vehicle by a minimum of two(2) self-locking ISO 8.8 M6 bolts with panel washers. All hand-held extinguishers shall be positioned within easy reach of the occupant/s while in their normally seated position.

(b) Extinguishers shall be mounted so the gauge is visible at all times.

(4) Chassis construction is free. Material shall be steel RHS or steel tubing of a size calculated to accept the loadings envisaged.

Chassis mounting points should contain spacers to prevent tube wall collapse where bolts pass through the tube.

Incorporation of monocoque or semi-monocoque construction is prohibited.

The chassis shall be of adequate strength and constructed with sound engineering practices in a workmanlike manner.

(5) **Body:** The body shall be of adequate strength and workmanlike construction providing a compartment for driver and passenger.

(6) **Seats:** All cars shall be provided with fitted seats for the crew (driver and one bouncer) and be securely attached to the vehicle and adequately support the occupant(s) in competition. The height of the seat back shall not be less than 300mm measured from the uncompressed seat cushions along the angle of the seat back. The rear of the seat back (without cushion), measured 300mm above the uncompressed seat cushion, may not be behind a line through the vertical axis of the rear hubs.

(7) **Hand holds / Handles:** All hand holds / handles shall be of rigid construction, securely anchored, and be neither flexible nor adjustable. At least one(1) handle shall be fitted, a minimum of 630mm forward of the centre-line of the rear axle.

(8) **Mudguards:**

(a) Rear mudguards shall be fitted, of adequate strength to protect driver and bouncer from wheels and tyres. They shall cover the full length of the tyre in plan view and extend outwards to within 50mm of the outside tyre wall.

(b) Front mudguards shall be fitted, covering the full tyre width, and a minimum 90 degrees of circumference.

(9) **Engine:** Any four stroke, reciprocating piston engine may be fitted. Maximum capacity allowed is 2000cc, or 1600cc with forced induction.

(a) Any engine modifications are permitted.

(b) An engine cover shall be fitted and securely fastened.

(c) For cars fitted with water-cooled engines, the radiator / radiators shall be fitted forward of the engine. No additional water-cooling radiators or reservoirs may be mounted behind the front of the engine, excepting a recovery bottle (expansion tank) which may be mounted behind the front of the engine.

(10) **Suspension:** Any form of suspension is allowed. Suspension components may be re-worked, modified or hand fabricated in any material, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.

(11) **Steering:**

(a) Any form of mechanical drive from steering wheel to front wheels is allowed but a moving axle (trolley) type steering system is NOT permitted. Steering components may be re-worked, modified or hand fabricated, however their construction should be suitable for the use and have a good workmanship appearance. All bolted fittings shall be secured by current accepted automotive practices. This means, but is not limited to, spring washers, locknuts, nylocks, and castellated nuts.

(b) Four wheel steering of any form is prohibited.

(12) **Brakes:**

(a) Front and rear brakes shall be fitted, be operative and effective.

(b) Independent rear braking is permitted.

(c) All brake lines shall be secured and protected from possible damage.

(d) Any automatic compensating control of rear brakes is prohibited.

(e) Twin leading shoe type brakes are not permitted on the rear.

(f) A handbrake is optional.

(13) **Wheels and Tyres:**

(a) Front and rear rim design is open. Rims may be re-worked, modified or hand fabricated, however rim construction should be suitable for the use and have a good workmanship appearance.

(b) Maximum permitted rim width is six(6) inches measured between bead flanges. 4.5– 5 inches is recommended.

(c) Tyre security devices are permitted and recommended on the rear rims.

(d) Front rim diameter is free.

(e) One(1) spare rear wheel shall be securely mounted to the car. This wheel and tyre assembly shall be in compliance with clauses (a), (b) and (f) of this article.

(f) Rear tyres cannot be hand grooved, re-grooved, cut or altered in any way. Tyres sizes and manufacture of front wheels are free however rear tyres shall be 165 x 15 size only and come from the following approved tyre list:

- Michelin XZX
- Hankook 884 (no longer readily available)
- Hankook K702

- Kumho 758
- Hankook K715
- Petlas PT 311 Elegant 87T

Note: *Amendments to the list will be by way of Manual Amendments issued as and when required by MotorSport NZ.*

(g) Chains, or other non-skid attachments on wheels are prohibited.

(14) **Transmission:** The rear wheels only may be driven. Front wheel drive or four-wheel drive is prohibited.

(a) The car shall be equipped with a differential of a type that divides torque equally between the rear wheels. Locked, lockable, torque biasing or limited slip differentials are prohibited, as is any device designed to achieve the same result.

(b) Clutch or torque converter, if non-standard, shall be mounted to the engine flywheel, which shall be connected directly to the engine crankshaft.

(15) **Fuel system:**

(a) The fuel tank shall be mounted behind the driver / bouncer compartment securely mounted by bolted straps or lugs.

(b) Any fuel spilling from refuelling or through the cap breather or seal shall be able to drain to ground.

(c) All fuel lines and connections shall be of a fuel-approved type, clamped where appropriate and protected from possible damage.

(16) **Electrical system:**

(a) The battery shall be adequately secured and mounted behind the driver / bouncer compartment

(b) A clearly identified circuit breaker or switch accessible from the rear of the vehicle shall be fitted.

Notes:

1. *This circuit breaker switch shall break all circuits that keep an engine running, i.e. Ignition, fuel pump, alternator.*

2. *The use of relays to break the circuits is considered acceptable.*

(c) All battery and circuit breaker connections shall be protected and insulated.

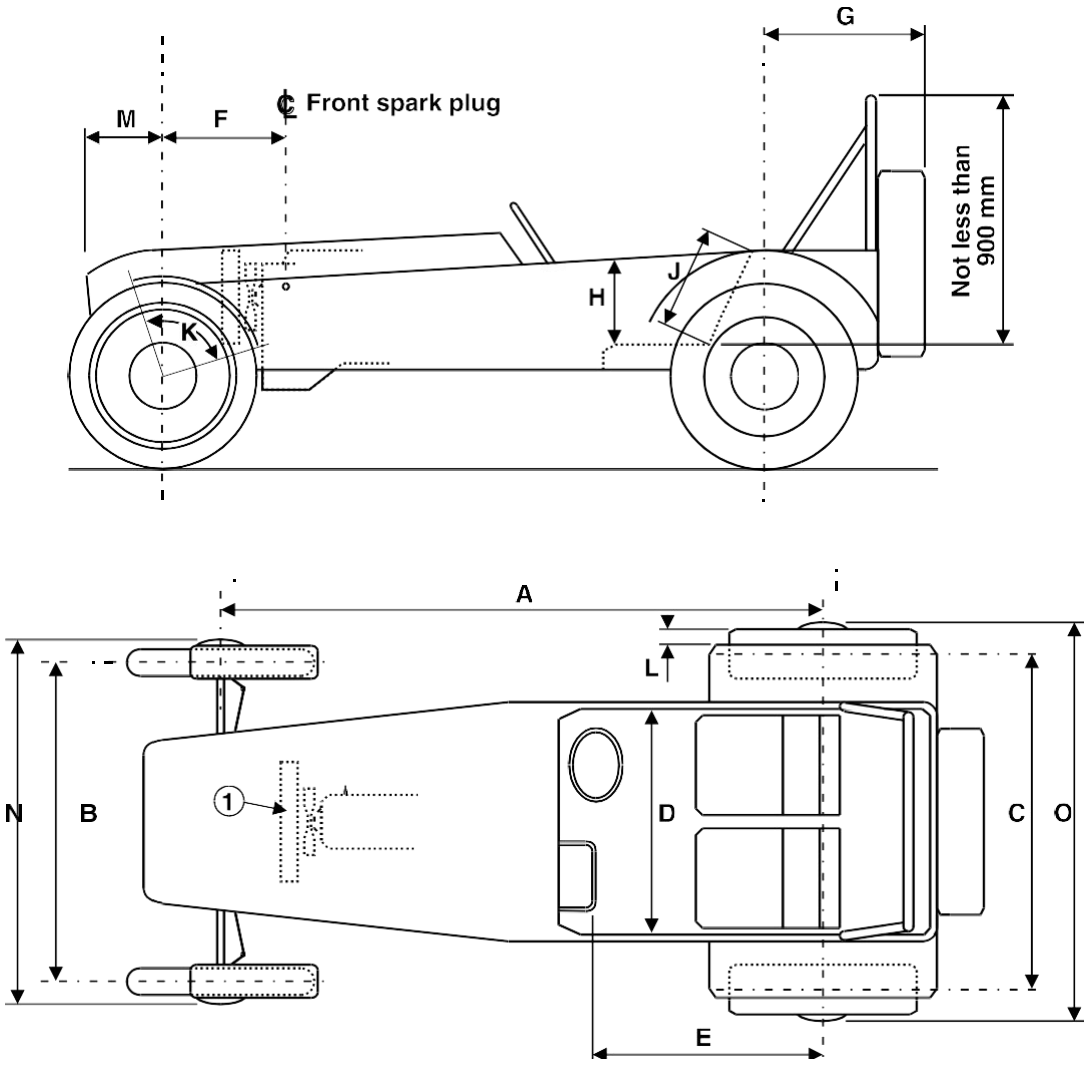
(d) The starter motor if not in original location shall be bolted to either the engine block or bell housing.

(17) **Vehicle Weight:** The Sporting Trial car shall not weigh more than 600kg in normal operating condition with spare wheel fitted, but without occupants.

(18) **Vehicle Dimensions:** All measurements are to be made with car in normal operating condition, with no occupants, on a level horizontal surface.

A	Minimum wheelbase	1980mm
B	Minimum front track	1120mm
C	Minimum rear track	1250mm
D	Minimum cockpit width	810mm
E	Minimum to bouncer handle	630mm
F	Maximum front axle to no 1 plug	1/5th wheelbase, if water-cooled or
		1/8th of wheelbase if air-cooled.
G	Maximum rear overhang	1/3rd of wheelbase.
H	Minimum height side to seat	150mm
J	Minimum seat back height	300mm
K	Minimum front mudguard arc.	90 degrees
L	Maximum rear mudguard to tyre	50mm
M	Maximum front overhang	1/5th of wheelbase.
N	Minimum width at front hub level	1220mm
O	Minimum width at rear hub level	1400mm

Note: *Radiator in front of engine, if water-cooled.*



(19) Miscellaneous:

(a) The fitting of Towing Hooks is optional.

(b) The fitting of lights, horns and other accessories is optional. All accessories / tools carried in and, on the vehicle, shall be firmly strapped to prevent movement.

ADDENDUM

Sporting Trials Only

SAFETY PLAN AND CLEARANCE CERTIFICATE

Held under the National Sporting Code of Motorsport New Zealand Inc. and the Sporting Trials Competition Booklet

SECTION A Event Organisers to Complete				
ORGANISING SECTION		VENUE		
DATE	PERMIT NO.	**OWNERS NAME**		
OFFICIALS OF EVENT	NAME		CONTACT PHONE	
Primary Clerk of Course				
Secondary Clerk of Course				
First Aid Officer				
EMERGENCYPHONE NUMBERS	Fire			
	Police			
	Ambulance			
MARSHAL REQUIREMENTS	No. REQUIRED	CONTACT NAME	CONTACT PHONE	
Observers				
Spectator Control				
Vehicle Recovery				
BRIEFING COMPLETED	PRIOR TO EVENT	DAY OF EVENT	BRIEFING BY name	
DRIVER				
OBSERVER				

EVENT LAYOUT PLAN The following items are needed and have been checked and ticked here	
☐ Direction Signs to Event	☐ Spectator, Entrant Documentation Area
☐ Fenced off, Signed Spectator Areas	☐ First Aid Station
☐ Designated Vehicle Parking	☐ Pits Area
☐ Details of Warning Signs for Spectators	☐ Other

SCRUTINEER AUDIT SUMMARY		
Scrutineer:	**Signature:**	
Tot. Vehicles Competing:	**Tot. Vehicles Audited:**	**Tot. Vehicles Failures:**

SECTION B- Clerk of Course or Appointed Safety Officer to Complete BEFORE Trial can commence.
☐ Sections Checked for Safety, Safe Exit routes and Vehicle runout zones.
☐ Scrutineer Audit Work Sheet form sighted
☐ Permit sighted
☐ First Aid and Fire Equipment Satisfactory to Schedule CK and ClubSport Handbook
Clearance issued for meeting to start at .....(time) on …… / …… / …… (date) By..... By:..... (print name) Signed ..... Licence Number.....(CotC)
Event Closed at .....(time) on …… / …… / …… (date)

APPENDIX FIVE

SCHEDULE DR - DRIFTING

Last updated: 1 September 2023

Amendment Number	Date Published	Date Implemented	Article Number
36072	1 September 2023	1 September 2023	Part One, Article 4

Standing Regulations Covering all Drifting Events

Article 1	Drifting Introduction
Article 2	Event Description
Article 3	Code of Driver Conduct
Article 4	Organisation
Article 5	Competitors and Eligible Vehicles
Article 6	Conduct of the Meeting
Article 7	Flags and Signs
Article 8	Safety Audits
Article 9	Vehicle Logbook
Article 10	Noise Level
Article 11	Competitor Safety Apparel Requirements
Article 12	Vehicle Safety Requirements
Article 13	Specific Requirements/allowances applied under this Schedule

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

1. Drifting Introduction:

1.1 Drifting Events are competitions held usually on a road or circuit course, where a combination of linkable corners or chicanes are marked as the 'Judged Section' and Competitors are judged on their ability to complete the judged section while sustaining loss of traction enabling the vehicle to achieve the greatest angle whilst moving in a forward direction without losing control. Judged sections are marked to indicate the beginning and end of the section and loss of traction outside these limits is prohibited unless specifically detailed in the Supplementary Regulations.

1.2 This Schedule shall be read in conjunction with Appendix Two Schedule A relative to the driver and vehicle safety requirements. Notwithstanding Appendix Two Schedule A, Articles 11, 12 and 13 of this Schedule cover specific requirements to drifting competitions and as such take precedence over Schedule A. Together these Articles and Schedule A set out the requirements with respect to driver and safety requirements.

2. Event Description:

2.1 Drifting events are classified into three(3) categories being; 'Solo Drift', 'Team Drift' and 'Drift Battle'. Solo Drift is a ClubSport Basic status Event whereas Team Drift and Drift Battle are ClubSport Advanced status Events.

2.2 **Solo Drift** is a competition where single car drifting is judged on set criteria such as Speed, Line, Angle, Clipping Point Proximity and Style. The result is determined by points scored.

2.3 **Team Drift** is a competition where two(2) or more cars drift in formation (not battling). The judging criterion is the same as for Solo Drifting judging combined with additional Team Drifting judging criteria. The Team result is determined by points scored.

2.4 **Drift Battle** is a competition where two(2) cars 'battle' for the racing line. Each competitor will have a 'lead' and 'chase' run per session. The judging criterion is the same as for Solo Drifting judging combined with additional Drift Battle judging criteria which may include, but is not limited to, Speed, Chase (battle only), Line, Clipping Point Proximity and (of course) Style. Placing may be determined by the elimination process where each placing is 'battled for'.

Note: *Other judging criteria may be used such as, but not limited to, brake usage, proximity to other cars, entry speeds, drift box etc. The criteria used for a particular competition will be detailed in the Event Supplementary Regulations.*

3. Code of Driver Conduct:

3.1 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 from, but not limited to:

- Causing an avoidable accident
- Dangerous or careless driving causing or likely to cause an incident
- Driving off the course / track
- Unacceptable driver behaviour

4. Organisation:

4.1 An organising permit is required for all Drifting Events. A ClubSport Basic permit is required for Solo Drifting; a ClubSport Advanced permit is required for Team and Battle Drifting events. Public liability insurance is provided with the MotorSport NZ permit. Two MotorSport NZ Stewards will be appointed for all Advanced status Events.

4.2 The Clerk of the Course shall hold a current Clerk of the Course Bronze Grade or higher Licence.

4.3 At least one(1) Judge with drifting experience shall be appointed for all Basic Status Events, and at least two(2) Judges for Advanced Status events. Additional observers may be used for clipping point proximity (as required). The number of appointed judges shall be detailed in the Supplementary Regulations for the Event.

4.4 Sanctioned Technical Regulations and Supplementary Regulations must be published for all National permit Series and Championship events.

4.4.1 Any alternative conditions and/or specific activities that differ from this Schedule must be covered in the Event Supplementary Regulations as approved by the Permit Issuing Authority.

4.5 The attendance of a qualified first aid official with a complete first aid kit is mandatory for all Solo Drifting Events and an ambulance (or equivalent) with qualified crew is mandatory for all Team Drifting and Drift Battle Events.

4.6 The minimum fire extinguisher requirements are as follows:

- One(1) 2Kg capacity dry powder (or foam equivalent) unit per flag point, and
- One(1) 2Kg capacity dry powder (or foam equivalent) unit in the finish / run-off area, and
- One(1) 2Kg capacity dry powder (or foam equivalent) unit to be carried in a vehicle to be used as an Intervention Vehicle (refer Appendix Two, Schedule H Part Two Article 5.).

5. Competitors and Eligible Vehicles:

5.1 **Basic Status Event requirements:** Excepting those competitors as detailed in Article 5.3 below, the licence requirements are as follows:

(1) All competitors shall hold a current club membership of a MotorSport NZ affiliated car club except new entrants to motorsport, who may compete in two(2) Basic Status Events before being required to join a car club.

(2) Any competitor between the ages 12-16 years must hold a valid MotorSport NZ competition licence to compete.

5.2 **Advanced Status Event requirements:** For any Team Drifting and/or Drift Battle event, all competitors must hold a current M Grade or higher competition licence.

Note: *Temporary M Grade licences are not permitted for Advanced status Events.*

5.3 All competitors of a 'Purpose Built Vehicle' are required to hold a valid MotorSport NZ competition licence of M Grade or higher.

5.4 **Eligible Vehicles:** Eligible Vehicles are any Series Production Vehicle of two(2) wheel, rear wheel-drive configuration. The basic exterior appearance / silhouette shall be retained as well as the monocoque floorpan and the original bulkhead position. Engine (original location shall be retained), chassis, suspension, brake and transmission modification are unlimited providing this Schedule and Schedule A compliance is maintained at all times.

Notes:
1. *The basic exterior appearance / silhouette may comprise of a combination of two(2) or more series production vehicles.*
2. *The conversion of a series production vehicle into a 'utility' (known as a "ute conversion") is permitted, provided the vehicle forward of the 'B' pillar remains a recognisable series production vehicle silhouette.*

6. Conduct of the Meeting:

6.1 Prior to any practice, qualifying or competition sessions taking place, the Clerk of the Course must hold a drivers briefing and cover emergency procedures.

Note: *A formation lap for all competitors prior to practice beginning is recommended in order to acquaint drivers with the course layout and flag point positions.*

6.2 Passengers: may only be carried in cars under the following conditions:

(1) Only in non-competitive session(s), and

(2) Only when specifically detailed in the Event Supplementary Regulations as approved by the Permit Issuing Authority, and

(3) In full compliance with the requirements of Appendix Five Schedule C, Part One Article 6 (safety cage is mandatory), and

(4) The vehicle must be safety audited (scrutineered), and

(5) As approved by the Clerk of the Course.

Note: *Passengers are NOT authorised to be carried during any Qualifying or competition run(s).*

6.3 At all times the access ways must be kept clear for the passage of emergency vehicles.

7. Flags and Signs:

7.1 **Flags:** The following are the flags that may be used and their meanings:

(1) **Green Flag:** waved means the track is clear and you may commence drifting after you pass that flag point.

(2) **Yellow Flag**: waved means there is a hazard on or beside the track; slow down and maintain control of current drift and do not initiate another drift until the incident is passed and the track is visibly clear to the next designated flag point displaying a waved green flag.

(3) **Black Flag**: The Competitor shall stop drifting immediately and return to the pit and report to the Clerk of the Course or their representative.

(4) **Red Flag:** All Competitors must immediately cease drifting, slow down ensuring following vehicles can slow in the space available, and proceed with maximum caution to the pit / dummy grid and/or obey official's instructions.

(5) **Chequered Flag:** waved means the drifting session is over and return to the pits on that lap.

7.2 **Signs:** The start and finish of a Drift Zone shall be clearly marked, with the method used to indicate those points detailed in the Event Supplementary Regulations.

8. Safety Audits (Pre-event Scrutineering):

8.1 Safety Audits shall be performed as per Appendix Two, Schedule A Part One Article 3.1.

8.2 It is the responsibility of the Competitor to ensure that their vehicle meets at least the minimum safety requirements of the safety schedule as prescribed in Appendix Two Schedule A and this Schedule (Schedule DR) where applicable.

8.3 Entrants are required to sign, or provide electronic acknowledgement, of the declaration on the entry stating that their vehicle(s) comply with the Vehicle Safety Requirements of this Schedule and the requirements of Appendix Two Schedule A, and this together with the presentation of the vehicle for Safety Audit shall be deemed an implicit statement of conformity with the safety schedule requirements.

8.4 Competitors shall make their safety apparel and vehicle available for inspection at the request of the appointed Scrutineer, Technical Officer or the Event Organiser. The vehicle shall be presented in the condition that it will be used in competition with all equipment fitted, together with the vehicles MotorSport NZ logbook (refer Article 9.1).

9. Vehicle Logbook:

9.1 It is highly recommended that all vehicles used for competition obtain a MotorSport NZ vehicle logbook, however it is mandatory to have a logbook when competing in Advanced Status Events and for all Purpose Built Vehicles and/or Dedicated Motorsport Vehicles and/or those requiring a (MotorSport) Low Volume Vehicle Authority Card.

10. Noise Level:

10.1 No vehicle may exceed the maximum authorised noise level of 95db(A) at any time during drifting events.

10.2 The Clerk of the Course shall have the powers of Judge of Fact in this matter and there is no right of protest between Competitors in relation to noise levels.

11. Competitor Safety Apparel Requirements:

11.1 Appendix Two Schedule A requirements are the minimum acceptable for drift competitions. In particular the following safety apparel is highlighted, as the minimum requirement, to be worn by all drivers, and/or passengers (where applicable), in drift events:

11.2 A **Protective Helmet** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One Article 4.1.

11.3 **Protective Clothing** in compliance with, and to a standard detailed in, Appendix Two Schedule A Part One Article 4.3.

12. Vehicle Safety Requirements:

12.1 Schedule A requirements are the minimum acceptable for drift competitions hence Schedule A should be referenced as the definitive text. In particular the following items / requirements are highlighted:

12.2 **Safety Harnesses** shall be installed in compliance with Appendix Two Schedule A, (refer Part One Article 4.4 and Safety Harness Requirements Chart), as follows:

(1) Basic Status Events: 3 Strap harness, although a 4 strap harness is highly recommended.

(2) Advanced Status Events: 4, 5 or 6 Strap harness.

12.3 **Safety Structures (Roll Protection):** A safety rollbar or safety cage homologated under Appendix Two Schedule A, shall be installed in all vehicles entered in drifting competitions as follows:

(1) Basic Status Events: A safety rollbar (or safety cage) is highly recommended although it is not a mandatory requirement.

Note*: a safety cage (as detailed below) is mandatory if carrying a passenger.*

(2) Advanced Status Events: A safety cage incorporating side intrusion bars adjacent to each seating position (refer diagram Appendix Two Schedule A Part Two Article 5.4(6)(a)) is required as a minimum, homologated by MotorSport NZ with an approval certificate contained in the vehicles MotorSport NZ logbook.

Note: *All safety rollbars / safety cages fitted to vehicles used in drift competitions shall be homologated (certified) by MotorSport NZ (refer Appendix Two Schedule A, Part One Article 4.6).*

12.4 **Wheel and tyre combination:** shall be suitably matched, meaning the wheel rim width and the tyre width must be dimensionally compatible. The LVVTA compatibility table may be used as a reference. All wheels shall be in good condition, free from cracking or other structural defects.

12.5 **Wheel spacers / adapters:** are authorised provided they are manufactured in one(1) piece with a maximum thickness of 25mm. Only one(1) per hub and the diameter shall not be less than the mating hub diameter.

12.6 **Tyres:** Only treaded road tyres are authorised which shall be maintained to comply with the requirements of Appendix Two Schedule A Part One Article 4.9(3) (a) and (b), with the exception that cutting of grooves is not permitted.

Measurable tread groove depth shall comply prior to each run (minimum of 1.5mm across ¾ of the width of the tyre).

Tyres shall show no visible damage including the appearance of cord / wire casing.

12.7 **Towing eyes:** All Purpose Built and Dedicated Motorsport Vehicles shall be equipped with front and rear toe-eyes as per Appendix Two Schedule A, Part One Article 5.15 and all other vehicles shall have an easily identified method of attaching a tow rope to the vehicle.

13. **Specific requirements / allowances applied under this Schedule:**

13.1 **Authorised Fuels: All** fuels as detailed in Appendix Two Schedule A, Part One Article 3.9 are authorised and as allowed for under Appendix Two Schedule A, Part One Article 3.9(5), an additive is approved as detailed under Article 13.2 below;

13.2 **Nitrous Oxide (as an additive):** is approved for use under this Schedule when specifically detailed in the Event Supplementary Regulations. Any commercially available Nitrous Oxide System (kit) is authorised under the following conditions;

- All kits shall be installed and used as per the manufacturer's instructions together with any additional 'accessories' marketed by the same manufacturer.
- The kit shall be installed in its entirety.
- The bottle shall be specifically designed / labelled for the use of nitrous oxide, shall be indelibly stamped with a (DOT-1800) pressure rating, shall not exceed 10lb in weight and shall be securely located / mounted within the bodyshell in a central location.

- If mounted in the cockpit, the bottle shall be enclosed in a separate compartment and vented to the exterior. A pressure relief valve shall be fitted.
- Only a single bottle is authorised which shall utilise the supplied bracket securely mounted to the bodyshell incorporating spreader plates under the floor as necessary.
- All lines shall be those as supplied in the kit or appropriate replacement high-pressure steel braided lines.
- Only valves (as supplied in the kit) shall be used.
- Externally the vehicle shall display a 'N2O' warning label / sticker affixed to the top of the windscreen (passenger side) and on both sides of the vehicle adjacent to the competition number (refer picture).

13.3 The **tyre tread** shall be housed within the vehicle's bodywork; this means the horizontal tread surface (road contact area) of the tyre, located vertically over the wheel hub centre must be covered by the bodywork when measured vertically.

13.4 **Exhaust waste-gates** are considered to be part of the exhaust system hence shall comply with Appendix Two Schedule A, Part One Article 5.2, and are vented beyond the mid-point of the vehicles wheelbase.

13.5 **Bonnet vents:** Additional vents may be introduced into the bonnet cover provided these are baffled with fine mesh. The bonnet must have an adequate seal at the rear / bulkhead.

13.6 **Side Windows:** The removal of side window(s) only, for the purpose of ventilating the cockpit is permitted, subject to the following:

(1) All apertures adjacent to any occupant must be covered by a window net in compliance with Appendix Two Schedule A, and

(2) The method of window net release shall be clearly identified both inside and outside of the vehicle.

Note: *It is recommended that window nets are installed in all apertures where side windows have been removed.*

13.7 **Refuelling:** must only be performed in the assigned pit / paddock area for the event. Fuel shall only be stored in and dispensed from containers specifically designed for the purpose; this means containers with an integral spout that directly enters the vehicles fuel tank filler or a mechanical hand-pump with hose that also directly enters the vehicles filler. The use of 'open containers / funnels' are not permitted.

When re-fuelling a fire extinguisher shall be in close proximity.

Notes:
1. *The Organisers reserve the right to inspect and if necessary approve refuelling equipment prior to it being used.*
2. *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz).*

APPENDIX FIVE

SCHEDULE RT – REGULARITY TRIALS

Last updated: 20 August 2018

Amendment Number	Date Published	Date Implemented	Article Number

Standing Regulations for Regularity Trials

Article 1	Preamble
Article 2	Determination
Article 3	Special Conditions
Article 4	Vehicle Eligibility
Article 5	Event Starting
Article 6	Competitor Requirements
Article 7	Safety Equipment

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

1. **Preamble:** Regularity Trials, being a ClubSport Basic permit status event, allow competitors to run their vehicles for the enjoyment of themselves and the spectators.

   It is a competition being a trial of regularity, not outright speed. As such, it is exempted from some of the requirements of race competition.

   The continuing existence of regularity trials relies upon the exercise of common sense, and, more particularly, good judgement on the part of the organisers in accepting or rejecting entries for specific events. Gross variations in potential speed are not condoned, and lap times close to racing lap times for specific vehicles are also unacceptable.

2. **Determination:** The winner of the competition shall be the competitor who records a total event time closest to the time nominated by the competitor, prior to the commencement of the competition, with minimum variation between lap times.

3. **Special Conditions:** Regularity Trials may be run as part of the program at a Race Meeting for the categories outlined in Article 4 and will be subject to the same administrative documentation and current safety requirements.

   Event promoters must pay special attention to the differential in lap times related to the slowest vehicle when selecting fields for Regularity Trials

4. Vehicle Eligibility:

(1) **Historic Regulatory Trial**: Vehicles eligible to take part in Historic Regularity Trials shall be those complying with Appendix Six Schedules K, T&C or CR and as appropriate to the vehicle either Appendix Two Schedule A, or Appendix Six Schedule AA.

(2) **Modern Regulatory Trial:** Vehicles eligible to take part in Modern Regularity Trials shall be those complying with Appendix Two Schedule A.

Note: *A Modern Regularity Trial may not be run at an Historic and Classic Race Meeting.*

5. **Event Starting**: The method of starting may be either:

(1) Vehicles will be assembled on the starting grid in the usual manner. Each row of vehicles will be started individually at a time interval of not less than two(2) seconds between rows, or

(2) Vehicles will be assembled on the starting grid in the usual manner. Once assembled the five(5) second board shall be displayed. When the starting flag is dropped the two(2) cars on the first row of the grid shall start. All remaining cars shall move forward one(1) grid row, and the starter will then start the next row.

The method of starting shall be detailed in the Event Supplementary Regulations.

6. **Competitor Requirements:** Competitors will be required to hold as a minimum a current M Grade or higher Licence and a current membership card of a Member Club. No passengers may be carried.

7. **Safety Equipment:** Drivers must wear safety apparel that as a minimum is as specified in Appendix Two Schedule A or Appendix Six Schedule AA.

APPENDIX FIVE

SCHEDULE T – NAVIGATION RALLY COMPETITION

Amendment Number	Date published	Date implemented	Article Number
36075	1 December 2023	1 January 2024	Part Two, Article 3 Part Three, Article 6, 10 and 17 Part Four, Diagrams Part Five
36023	17 November 2020	17 November 2020	Part Three, Article 6 – Checks and Controls Part Three, Article 10 - Intersections
37064	1 November 2023	1 November 2023	Part Two, Article 3 – Entering a Navigation Rally
37064	1 November 2023	1 November 2023	Part Three, Article 6 – Checks and Controls Part Three, Article 10 – Intersections Part Three, Article 17 - Maps
37064	1 November 2023	1 November 2023	Part Four - Diagrams
37064	1 November 2023	1 November 2023	Part Five – Helpful Hints

Part One – Foreword

Forward

Acknowledgements

Part Two – Introduction to Navigation Rallying

Article 1 Abbreviations

Article 2 Definition of a Navigation Rally

Article 3 Entering a Navigation Rally

Part Three – Rules Governing the Actual Event

Article 4 Instructions

Article 5 General

Article 6 Checks and Controls

Article 7 Signs

Article 8 Signs Erected by the Organisers

Article 9 Roads

Article 10 Intersections

Article 11	Odo Distance
Article 12	Common Route and 'Traps'
Article 13	CRI by Measurement
Article 15	Straight Line Maps
Article 16	Timing
Article 17	Map Reading
Article 18	Delays, Claims, Allowances
Article 19	Complaints, Protests, Appeals
Article 20	Penalties

Part Four - Diagrams

The Diagrams Applicable to Appropriate Rules of this Schedule

Part Five - Hints

Helpful hints.

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Part One – Introduction

Foreword:

When the Association of NZ Car Clubs was formed the discipline of Navigation Rallies (formally known as car trials) was a very popular activity in which the majority of club members participated in on a regular basis.

As Motorsport has evolved over the last 60 years Navigation Rallying has remained in very much the same style as it was, however rally activities have tended to overshadow it. Navigation Rallying is a unique sporting discipline which some have called "chess on wheels".

This publication, prepared by the ClubSport Advisory Commission, contains the rules and regulations, along with Helpful Hints, all aimed at keeping the fun in our sport and seeking the opportunity to introduce more competitors to this type of event.

VALIDITY The various regulations contained in this Schedule become effective as from the 6th October 2023. This publication supersedes all previous editions.

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Part Two - Introduction to Navigation Rallying

Navigation Rallying (as it is known overseas but was previously called Car Trialling in New Zealand) is the cheapest form of motorsport with competition at a national level. While it is not necessary to compete seriously at the highest level, many car clubs (and quite a few social clubs) run regular Navigation Rallies. These range from social events to equally enjoyable events following all the rules of the national events, but without their length and complexity.

The minimum requirements needed to compete in a Navigation Rally are; a motor vehicle with a speedometer and odometer, a driver, at least one other person, a clipboard and pen, and a reliable watch or clock. You may take as many other passengers as you like, up to the maximum seating limit of your vehicle. The NZ Road rules must be obeyed at all times.

All Navigation Rallies must comply with these regulations. MotorSport NZ Championship Navigation Rallies shall comply with the Articles governing same.

1. **Abbreviations:** The following abbreviations, in either upper and/or lower case, are used in this Schedule and may be used in Supplementary Regulations, instructions and documentation pertaining to the event:

CAS	Change Average Speed
CM	Centimetres
CRI	Competitors Running Instruction(s)
GR	Grid Reference
JNC	Junction
KM	Kilometre(s)
KPH	Kilometres Per Hour
M	Metre(s)
MotorSport NZ	MotorSport New Zealand Inc
NSC	National Sporting Code
ODO	Odometer
ORS	Open road sign
SR	Supplementary Regulation(s)
NRCB	Navigation Rally Competition Booklet

2. **Definition of a Navigation Rally:**

2.1 A Navigation Rally is a non-speed competition wherein the main portion of the route is over public highways, roads and streets. It is an event where competitors follow a set of written instructions and the scoring of the competition is for adherence to the correct route maintenance of the prescribed time and/or speed schedule. If competitors make mistakes they will traverse a different course and travel a different distance.

2.2 Points are lost for arriving late or early at time checks or controls, some known some unknown, and for not recording check codes from check boards erected by the organiser on the correct route. Points may also be lost for not obeying the road code.

2.3 A Navigation Rally can be seen as a battle of wits between the organiser and the competitors. However the Organisers responsibility is to create a competition between the competing crews, whereby the Organiser tries to trap the competitors into following an incorrect route, while the competitors try to avoid the traps and follow the correct route.

3. **Entering a Navigation Rally**: This part covers the entry requirements, the crew of the car, the eligibility of vehicles, equipment, compliance with traffic regulations, special regulations regarding radio and phone equipment and alcohol and drug regulations.

3.1 Entries will open and close in accordance with the provisions of the SR and all entries and associated fees (if any), must be lodged direct with the Secretary of the meeting. Late entries may be accepted by an organising committee, and such late entries may be subjected to an additional entry fee, the details of which must be prescribed in the SR.

3.2 All entries should be made either on the MotorSport Online system, or via the official entry form provided by the Organiser. An entry will not be deemed valid until an entry fee as prescribed in the SR is received.

3.2.1 The Organiser is responsible for ensuring that all details are complete before each competitor can start.

3.3 All vehicle owners, entrants, drivers, co-drivers, passengers and crew members must, prior to participation, sign the indemnity form and other appropriate requirements as set out in the SR. Any signatory to an entry who is under the age of 16 years as at the date of the start of the event is required to have such an entry counter-signed by a parent/guardian whose full name and address must also be given.

3.4 Subject to the provision of the SR for a Navigation Rally, teams of cars may be accepted for participation in such events.

3.5 The SR for a Navigation Rally may prescribe that a predetermined number of entries only will be accepted, and in such case, the method to be adopted for the selection of such entries must be stated in the SR. If no such maximum number of entries to be accepted is nominated in the SR, then all entries (subject to the provisions of Article 3.7) received at the closing date for entries will be accepted.

3.6 All SR governing the event must be available to competitors no later than at Documentation. Copies must be available at Documentation. For MotorSport NZ Championship Navigation Rallies, all SR must be available on request at least 14 days prior to the event.

3.7 In accordance with the NSC, the Organiser of a Navigation Rally, may decline to accept any particular entry without stating a reason for such declination. However, should such event be one for which Championship status has been granted by MotorSport NZ then any and all declinations of entries must be notified to the entrants concerned and MotorSport NZ concurrently. MotorSport NZ must be advised the reason therefore.

3.8 In the event of abandonment of the event or any entry being declined by the Organiser, entry fees as paid will be refunded as detailed in the SR.

3.9 The SR for a Navigation Rally shall prescribe whether Article 14.1 Sealed Timepiece System, or Article 14.2 Official Timepiece System shall apply.

3.10 Organisers responsibilities are contained in the Navigation Rally Organisers Handbook (Chapter 9 of the ClubSport Organisers Handbook).

3.11 Crew of the Car: Unless competing in either their first or second introductory event, every driver and co-driver must be a financial member of a car club affiliated to MotorSport NZ and hold a current civil driver's licence. For MotorSport New Zealand Championship events all such drivers must hold an M Grade Competition Licence, as a minimum grade, as issued by MotorSport NZ.

(1) The minimum crew for each vehicle entered in a Navigation Rally will be a driver and one other person. Passengers may be carried up to, but not exceeding, the registered carrying capacity for the vehicle entered.

(2) The driver and the co-driver may share the driving and no passengers other than the nominated driver or co-driver may assist with the driving. In events over twelve(12) hours duration for each competitor, one of the crew must be nominated as co-driver.

(3) Unless otherwise prescribed in SR any change of driver, co-driver and/or crew and/or passengers from those nominated on the official entry must be made to the secretary of the meeting prior to the start of the event.

(4) Every driver and co-driver will be required on request to present to the secretary of the meeting for inspection the following:

(a) Evidence of current club membership.

(b) A current driver's licence for Class 1 Vehicles.

3.12 **Eligibility of Vehicles:** Navigation Rallies held under these regulations are open to the following types of vehicles; cars, station-wagons, estate cars, SUVs, vans and utilities.

(a) Every vehicle entered for a Navigation Rally held under these regulations must be registered and currently licensed under the NZ Transport Act 1962 (and amendments thereto) and must carry a Warrant of Fitness valid for the duration of the event.

(b) Additional lighting is permitted. The fitting of one manoeuvrable searchlight on the roof or elsewhere is permitted under these regulations. Such a manoeuvrable searchlight must not be used within a 50 kph area.

(c) Unless the SR prescribe otherwise, the vehicle nominated on the official entry for a Navigation Rally must be used for the duration of such event; no change of vehicle being permitted.

(d) Each vehicle entered for a Navigation Rally held under these regulations will be required to arrive at the start line of such event with any competition number, if required to be carried (provided by the organiser of the event), displayed on the sides of the vehicle, and placed as high as is reasonably practicable. The competition numbers must be waterproof and maintained in legible condition throughout the duration of the event.

3.12.1 The responsibility lies solely with the entrant of each vehicle in a Navigation Rally to arrange such comprehensive insurance for their vehicle as may be deemed necessary. The attention of entrants is drawn to the fact that most Comprehensive Insurance Policies provide for a General Extension to include Reliability trials limited to road sections only. No additional premium or excess is payable where the event is conducted under the jurisdiction of MotorSport NZ but arrangements should be
made for the Insurers to place the appropriate endorsement on the Policy.

3.13 Equipment:

(1) Tyre chains may be carried and used at the discretion of the driver without penalty.

(2) Any form of average speed calculating device and/or navigational aid is permitted to be used without penalty.

(3) Each competing car should carry a simple first aid kit, a reflectorised safety triangle and a fire extinguisher of one(1) kilogram dry chemical type or equivalent.

Unless the SR prescribes otherwise the greatest distance between the refuelling points will be 300km. The responsibility for the provision of sufficient fuel and any other supplies considered necessary lies solely with the competitor.

3.14 **Starting Order and/or Procedure:** Competitors starting order may be determined either by ballot, order of receipt of entries or other methods stated in the SR for a Navigation Rally. If no method is stated in the SR then the order of starting will be determined by order of entry. No cars in a team may be allowed to draw consecutive numbers.

3.14.1 Competitors will start from each starting point at not less than two(2) minute intervals and detailed route instructions will be handed to the competitors not less than one(1) minute prior to departure.

3.14.2 No oral briefing is allowed other than in club events.

3.15 Compliance with Traffic Regulations: The Road Code, any local by-laws and all Traffic Regulations, and particularly speed limits, must be rigidly complied with throughout the event. Breaches of any such regulations will be penalised and may lead to exclusion. The competitor must be notified or informed of the observed breach of the regulations at the scene of the offence or as soon as possible thereafter.

3.15.1 If the average speed prescribed for any particular section of an event is higher than that permitted by a local or temporary Speed Limit competitors are required to observe and obey such restrictions, and make up any time so lost after passing through such restricted area.

3.15.2 If the exhaust system of a competing vehicle is inadequate, damaged or faulty to the extent that it causes excessive noise, the competitor will be invited to make repairs or retire or may be compelled to retire by the organiser or officials of the event.

3.15.3 Any form of turning and/or stopping signals recognised by the Traffic Regulations will be permitted during daylight or darkness without penalty.

3.15.4 Observation Points may be established by the organisers to determine that all traffic regulations are abided by provided all such observation points remain in operation throughout the whole period that the competition is to pass through the operating area.

3.15.5 The type and location of an observation point must be notified to the Steward (if any), of the meeting prior to the event.

3.15.6 Where, as a result of the establishment of a speed trap, any competitor in the event who is conclusively proved to have exceeded the legal speed limit applicable to that area, they will suffer a penalty represented by a loss of points as set out in the schedule of penalties hereunder.

3.15.7 Any form of reckless or dangerous driving will be penalised.

3.16 **Special Regulations**: The use of radio transmitting and receiving apparatus, eg. cellphone, for the purpose of obtaining outside assistance during the course of a Navigation Rally held under these regulations, is prohibited.

Note: *It is permitted to use any of the other non-communication functions available on the cellphone (eg. calculator, timer function etc). Direct communication with the Organiser or their delegated official is permitted.*

3.16.1 The consumption of liquor or illegal non-prescription and banned drugs by any occupant of a vehicle competing in a Navigation Rally during the course of such event is strictly prohibited. Any and all offenders will be forthwith excluded from the competition and debarred from further participation in that competition.

Part Three – Rules Governing the Actual Event

The rules under the next parts cover the types of instructions to competitors, operation of Check and Control points, signs, definitions of roads and intersections, timing, claims, awards and penalties. The diagrams in Part Four are shown as examples only.

4. **Instructions:** The competitors in a Navigation Rally must comply with instructions from many sources. Depending on the level of the Navigation Rally they may come from any or all of the following:

- The Road Code
- The current New Zealand MotorSport Manual
- This Appendix 5 Schedule T, Navigation Rally Competition
- Navigation Rally Organisers Handbook
- MotorSport NZ Navigation Rally Championship Articles
- Supplementary Regulations
- Bulletins
- Overriding Instructions
- Manned Check or Control Handouts
- Competitors Running Instructions

4.1 **The Road Code:** The rules and regulations governing all motorists as issued in the Road Code MUST be obeyed at all times, and breaches may incur penalties.

4.2 **New Zealand MotorSport Manual:** This manual contains the National Sporting Code and is a set of rules applying to all motorsport events in New Zealand run under the jurisdiction of MotorSport NZ. It is issued to all car clubs and all holders of a MotorSport NZ competition licence.

Note: *A MotorSport NZ competition licence is not required for competitors in club Navigation Rallies.*

4.3 **Navigation Rally Competition Booklet:** This booklet is Appendix 5 Schedule T, and covers the Rules and Regulations to be obeyed by competitors.

4.4 **Navigation Rally Organisers Handbook:** This is Chapter 9 of the ClubSport Organisers Handbook, and covers the requirements applicable to Organisers.

4.5 **The Articles Governing MotorSport NZ Navigation Rally Championship:** Additional rules and regulations applicable only to MotorSport NZ Championship events.

4.6 **Supplementary Regulations:** These are issued by the Organiser of a Navigation Rally. They give information regarding the conduct of the event in addition to, or in explanation of, the requirements of the New Zealand Motorsport Manual, the requirements of the Navigation Rally Organisers Handbook and in particular the rules in Appendix 5, Schedule T.

For club Navigation Rallies the SR are available from the organiser at documentation for the event. For national events the SR are available two(2) weeks prior to the event.

4.7 **Bulletins:** These are used to make alterations or additions to the SR.

4.8 **Overriding Instructions:** If overriding instructions, additional to the SR, are to be used these must be limited to one(1) only in any one(1) section or subsection.

(a) Overriding instructions in the SR are to apply to all sections and subsections of the event except map reading sections or subsections. This rule is in no way to prejudice Articles 8.2 or 10.2, or the use of coded check boards.

(b) Overriding instructions in the CRI apply only for the section or subsection that the CRI apply to and are always listed above the CRI. They may also be limited to apply only between specified CRI. (eg: Applies only from CRI 7 to 28 inclusive).

Check their order of priority in the SR, this will determine when they are to be actioned.

4.9 Manned Check or Control Handouts:

(a) **Manned Checks** are vehicles located on the route by the organiser to check the timing and/or progress of competitors. They are identified by a sign "CHECK" (and no identifying letter(s)) on the back of the vehicle. It is compulsory to stop, in front of the manned Check vehicle (legally) so as not to block the visibility of the sign, and report to the person inside. The person at the Manned Check may issue a written handout. This is a list of written instructions that apply in the priority specified in the SR.

(b) **Controls** are similar to Manned Checks, except that the sign on the rear of the vehicle, or entry of the property/building, is "CONTROL", and they signify the end of a section of a Navigation Rally. The person at the Control may also issue a written handout which must be followed in the priority specified in the SR. A "CONTROL" may also be at the start of an event or any subsequent re start such as after a lunch break.

4.10 Competitor's Running Instructions (CRI): CRI are the basic instructions which advise how to negotiate most intersections. But remember to apply other instructions in the SR priority list as applicable.

Helpful hint: *Tick off each instruction as it is completed and cross out each instruction that is deleted.*

(1) A copy of all CRI will be provided for each crew member other than the driver in each competing vehicle following the correct route.

(2) The event may be divided into sections and may be further divided into subsections.

(3) The maximum time for any one(1) section shall be three(3) hours and provisions for compulsory rest stops of a minimum of thirty(30) minutes shall be made at intervals not exceeding four(4) hours throughout all Navigation Rallies.

(4) The route within an area with a speed limit of less than 61kph must not involve intricate route finding or any unnecessary deviations from the most direct or reasonable course, except in Social events of less than 100km, and then only at the Permit Issuing Authority's discretion.

(5) The CRI shall include clearly stated points at which changes of speed and/or directions are prescribed.

(6) All CRI must be in the order the competitor is to use them. This includes average speed changes and organisers' additional instructions given or obtained at Checks or Controls throughout the event. Speed changes may be a separate listing. There shall be only one(1) navigational and/or timekeeping instruction at any one(1) route point at any one time. If a timekeeping instruction is given at the same route point

as a navigational instruction then it must be combined with the navigational instruction or listed in a separate Speed Schedule.

(7) All average speeds shall be in kilometres per hour only.

(8) The CRI as issued for a Navigation Rally must be followed implicitly as failure to pass through Checks and/or Controls as directed and in the correct order of designation will incur a penalty under Article 20.12 or 20.17 as appropriate.

5. General:

5.1 **Driver's Card:** This is a card (or sheet of paper) issued by the Organiser to each crew so that they can record the code letters (or numbers or words) on each unmanned check in the order they are found. This card and a time-piece must also be given to each Manned Check or Control where time will be recorded in the next blank space, EXCEPT some manned checks may only sign the card and may issue a Handout.

6. Checks and Controls:

6.1 Except in touring sections/sub-sections, Checks and/or Controls shall be established at intervals to ensure that a competitor following the official or common route does not travel more than six(6) kilometres at any one time without encountering a Check or Control. The six(6) kilometre limit need not apply before the ODO, or from the final check to final control where the control is within a city and provided:

(a) That the final check is close to city limits and/or a common route.

(b) That the final check is identifiable by the Code F prescribed in the SR and is non-directional and carries no other meaning.

(c) That the route from final check to final control be kept as simple as possible.

6.2 Controls shall be located and deemed to be at the end of each section. At each Control any uncompleted instructions for that section shall be deleted.

6.3 Checks and Controls shall be located in such position that their establishment will not obstruct or cause any hazard to other road users, or cause any annoyance to nearby residents (for any reason whatsoever) or be sited contrary to traffic regulations or any local by-laws. In all cases they shall be located on the left hand side of the road as viewed by the approaching competitors traversing the correct route. The vehicles used by all Checks and Controls in the hours of darkness shall have side lights on for the duration of their duties.

6.4 The purpose of Checks and Controls will be to establish any one or more of the following:

(a) The passage of competitors' vehicles past that point.

(b) The time of the passage of a competitors' vehicle past that point for the purpose of establishing maintenance of the prescribed time and/or average speed schedule.

(c) Compliance with traffic regulations in respect of driving and/or controlling of the vehicle or speed limits.

6.5 **Organisers Responsibility:** In the event of a Check or Control due to be manned by officials not in fact being manned during the whole period when the competitors may report then all performances at such a point will be ignored in compiling the results.

6.6 All checks where time is recorded must be on the common route. A time check will have the word TIME on the board in addition to the word CHECK. A further letter may be used for Time Check identification. These may be manned or unmanned.

6.7 Where a competitor incurs time penalty points lost due to incorrect arrival at a Check or Control will be recorded against such competitor as irrevocably lost at that point.

6.8 All Checks and Controls must remain open for a minimum of sixty(60) minutes after the official scheduled time of arrival of the last competitor in the event, unless all competitors have passed through that point, whereupon such Check or Control may be closed. Competitors arriving later than thirty(30) minutes after their official scheduled time of arrival at a Control may be excluded from the results of the next section and be sent to the start of the following section.

6.9 The exact location of all Controls and end of subsection Checks must be clearly specified in the CRI.

6.10 At all manned Checks and Controls, unless directed in the CRI to do otherwise, each competitor shall:

(a) Stop past the Check or Control (so as not to obscure the Check or Control sign), park in accordance with the traffic regulations and any local by-laws before any occupant leaves the vehicle to,

(b) Report to the officials in charge of the Check or Control and produce the driver's card or other identification and any other requirements as laid down in the SR to the officials for appropriate entry as to the time of arrival (or other entry as may be required). All entries made on the driver's card and other records must be signed by the official in charge and countersigned by the driver concerned or his representative. Any deletion, alteration or correction to the recorded time must be made at the point and signed by the official (Refer Article 20.21 for penalty). On the vehicle leaving the Check or Control, the time so recorded is irrevocable.

(c) Carry out any further instructions as may be given verbally by the official in charge at that point. Such verbal instruction must not refer to a variation of the course to be followed, or the average speed to be maintained.

6.11 An unmanned Check may be established on the route provided that the Check sign is on the left-hand side of the road and is clearly visible, and instructions are clear in the SR to the procedure to be adopted at same. No unmanned Check may be placed in a position where it is illegal or dangerous to stop, or where it is likely to be obscured.

6.12 All manned Checks and Controls must be identified by a sign bearing only the word CHECK or CONTROL respectively. Unmanned Checks must be identified by a sign bearing the word CHECK plus additional character(s).

6.13 Unless a longer period is specified in the SR or CRI an allowance of one(1) minute must be given at all manned Checks and an allowance of two(2) minutes must be given at all Controls. A competitor must add this time allowance to his running time after checking in at all Checks and Controls. The start of the event, or any subsequent restart after a break, does not constitute a Control in so far as this time allowance is concerned.

6.14 Unauthorised stopping or deliberate deviation from the official course, designed to delay the arrival time at manned Checks and/or Controls, executed within sight of such points, will be penalised under Article 20.13.

6.15 Inconsiderate driving and/or misbehaviour entering or leaving Checks or Controls etc., by competitors, will be reported and incur penalties according to Article 20.2.

7. Signs:

7.1 In any instruction any and all references to signs, notices and/or landmarks must contain the exact words, letters and/or numbers as stated on such signs, or notice or description of such landmarks, and all words, letters and/or numbers must be clearly visible from the competitor's car along the correct line of approach.

The method by which letters and numbers on signs are quoted will be stated in the SR. For directional purposes, only one sign is to be quoted at any one route point at any one time.

The following shall play no part in the identification of quoted signs:

(a) Punctuation and arrows.

(b) AA insignia, initials and emblems.

(c) Local body, NZTA, car club names, initials, insignia and emblems.

(d) Road markings, street and house numbers.

(e) Postal Zones and Codes.

Highway shields and numbers.
In the quotation of signs, any and all spaces between the numbers and the letters "km" or "m" of a quoted distance are deemed not to exist. The following examples define the difference between one and two signs:

(a) Two(2) signs in each case: (Refer diagrams D1, D2, D3, D4)

(b) One(1) sign in each case: (Refer diagrams D5, D6)

7.2 Signposts and/or notice boards erected by an Automobile Association, NZTA, Local Body or Government Authority may be used but must not be interfered with or altered in any way whatsoever.

7.3 All detour signs erected by a Local Body, Automobile Association, NZTA, Government or other Authority must be obeyed by all competitors in a Navigation Rally.

7.4 References to letterboxes and house numbers must not be used in the CRI.

7.5 To follow a sign means to proceed along the road that is indicated by the said sign.

7.6 All no entry signs erected by a Local Body, Automobile Association, NZTA, Governmental or other Authority are to be interpreted as obviously intended.

7.7 Signs which pertain to, or are accessories to intersections are deemed to be at such intersections.

7.8 The sign (refer diagram D7) is defined as an Open Road sign and may be quoted as such in the CRI and SR without prejudicing any requirements that signs will be quoted word and letter perfect.

8. Signs Erected by Organisers:

8.1 Checks and Controls: All manned Checks and Controls must be identified by a sign bearing only the word CHECK or CONTROL respectively, and unmanned Checks must be identified by a sign bearing the word CHECK plus at least one additional character. These signs must be a minimum of 45cm wide by 30cm high painted black with white lettering. The minimum height of the letters in the word CHECK or CONTROL is ten(10) cm. For unmanned Time

Checks the word TIME must be a minimum height of five(5) cm. (Refer diagrams D10, D11, D12).

All code characters must be permanently affixed. All code characters must be of a minimum height of five(5) cm.

8.2 **Arrows:** Travel in the direction indicated by the arrows.

(a) A plain arrow is an additional instruction. (Refer diagram D8).

(b) An arrow with a "C" or a reversed "C" superimposed is a clarification arrow to clarify a CRI. The CRI is then deemed completed. (Refer diagram D9,).

- The arrow signs must be a minimum of 45cm wide by 15cm high, painted black with a white arrow the full length of the board.
- No arrows may be erected which are parallel to the competitor's direction of travel. An arrow erected in a vertical position with the arrowhead pointing upwards as viewed by the approaching competitor signifies the use of the road of least deviation. An arrow erected in a vertical position with the arrowhead pointing downwards as viewed by the approaching competitor signifies a U turn is necessary.
- All signs as per 8.1 and 8.2 must be located on the official route.

8.3 **No road board:** (refer diagram D13) The sign must be a minimum of 45cm wide by 30cm high, painted black and the "X" painted in white. The "X" must reach each corner of the board. Such a sign makes a road non-existent.

8.4 All Check, Control and unmanned Check signs, arrows and signs to clarify private roads used in the hours of darkness must bear at least 25 square centimetres of reflectorised tape. The reflectorised tape must be placed near the border of the sign, and must not form part of the wording of the sign.

8.5 All unmanned signs erected by the organiser must be wholly sited a minimum of 0.5m and a maximum of 2m from the level of the road clearly visible from the direction of approach (viz. unmanned checks, arrows, etc.). Organisers cannot erect unmanned checks before the ODO and, where possible, signs are to be sited within 2.5m of the road edge.

8.6 A special sign or notice or extra instruction may be erected by the organiser of the event provided that a specimen of the type of sign has been displayed to all competitors prior to the start of the event. The minimum size of any such sign must be 45cm wide by 15cm high. Often referred to as a "Blackboard Instruction" this board may be headed with "BB INSTRUCTION", "ADD INSTRUCTION", "INSTRUCTION", "BLACKBOARD INSTRUCTION" or "ADDITIONAL INSTRUCTION".

8.7 A specimen of all Check, Control, unmanned Check, and no road boards, arrows and clarification arrows as may be used on the event must be displayed to all competitors at pre-event documentation.

8.8 Additional signs for clarification of CRI quoting signs: When it is necessary to clarify a CRI without using a directional arrow, the following signs will be used. They shall have the same purpose, excepting the directional requirements, as a clarification arrow. The sign must be a minimum of 30cm wide by 30cm high and painted in white against a black background.

(a) Sign to clarify a speed change CRI: A large 'S'. (Refer diagram D14)

(b) Sign to clarify a navigational CRI: A large 'N'. (Refer diagram D15)

9. Roads:

9.1 All Navigation Rallies must be conducted over roads which are negotiable on the day of the event by two-wheel drive vehicles.

9.2 Where adverse weather conditions (e.g. flooding streams, snow, mud or slips resulting from force majeure) may prevent the negotiation of any section of the route, alternative routes must be prepared and submitted with the original application for permit.

9.3 **Private Road:** No private road will be used for the route of a Navigation Rally except where the person or body owning and/or controlling such road has granted prior approval to the promoter of the event for such use. This must be in writing and attached to the application for permit. The SR for an event must state how the organiser interprets the identification of a private road. Where doubt exists a No Road board may be erected at the start of such road.

9.4 A road is defined as a motorway, national state highway, provincial state highway, street, road, avenue, crescent, place, drive, parade and any other way to which the public have access as of right, and which is normally or can reasonably be used by an automobile.

10. Intersections:

10.1 An intersection is defined as the junction of three or more roads. ie. The minimum requirement is as per diagram D19. An intersection encompassing an area of a different surface from that of the road, provided that all entries and exits of the encompassing road are visible from the point of arrival, is deemed to be one intersection.

10.2 The SR must prescribe the rule to be used to negotiate each intersection until the appropriate instruction can be executed. These rules include:

(a) **Straight Ahead Rule:** Proceed ahead on the road of least deviation even though this may require departure from the road on which the competitor is travelling.

(b) **Main Road Rule:** defined as to proceed on the most obvious continuation of the road you are on. This rule may also be used as an individual instruction in the CRI provided the words “apply main road rule” are included in the CRI.

10.3 Except as in Article 16 no instructions which depend on specific angles may be used to describe direction changes.

10.4 The SR and CRI may use the following definitions to describe intersections:

(1) A tee is defined as an intersection in the shape of a “T” provided that the competitor has been travelling up the road forming the vertical leg of the “T”. (Refer diagrams D16, D17, D18)

(2) A crossroads is defined as an intersection of four(4) roads. (Refer diagrams D20, D21)

(3) A multiple is defined as an intersection of more than four(4) roads. (Refer diagram D22)

(4) A roundabout is defined as an intersection encompassing an area around which traffic is only permitted to travel in a clockwise direction. A roundabout cannot be a crossroads, a multiple, or a tee. Instructions must indicate which exit or road on the left must be used to leave a roundabout. This instruction may be in in the CRI or in the SR. (Refer diagram D23)

(5) An imperfect is defined as being an intersection where the road to be followed is offset (either to the right or to the left) from the road on which the competitor has

been travelling by not more than the width of the road on which the competitor has been travelling, but CRI must include definite instructions so as to be able to negotiate an imperfect intersection. (Refer diagrams D24, D25, D26)

10.5 Other Definitions:

(1) Road with Median Strip:

(a) When passing the entrance of a road to which direct entry is not possible it is not permissible to consider that road in any navigation or timekeeping instruction. The road does not exist. (Refer diagram D27)

(b) Where local Traffic Regulations permit the passage of wheeled traffic in two(2) directions on each of two parallel or approximately parallel carriageways divided by a median strip (whether sealed, cultivated, grass, with or without a kerb surround, or merely painted on the road surface) and such carriageways are designated by one or different names, then these carriageways shall be regarded as two(2) roads. (Refer diagram D28)

(c) Where local Traffic Regulations permit the passage of wheeled traffic in one(1) direction only on each of two(2) parallel or approximately parallel carriageways divided by a median strip (whether sealed, cultivated, grass, with or without a kerb surround or merely painted on the road surface) and both of such carriageways are designated by one(1) name, then both of such carriageways shall be regarded as one(1) road. (Refer diagram D29).

(2) One-way Road: (Refer diagram D30).

- **Prohibited Entrances:** Where entry to a road is prohibited by local traffic regulations (e.g. No Right Turn, No Left Turn, No Entry, Road Closed, lane markings/arrows on road etc.) then such entrance is deemed to be non-existent.

(3) Straight Ahead: Proceed ahead on the road of least deviation even though this may require departure from the road on which the competitor is travelling. (Refer diagrams D31, D32).

(4) Main Road: Proceed on the most obvious continuation of the road on which the competitor is travelling, usually following the painted centre line road markings (Refer diagrams D31, D32).

11. Odo Distance: Navigation Rallies have a known route and distance. Organisers set average speeds, therefore there is a calculated time for travelling the correct route. At an early point in the Navigation Rally the organiser will give a specific route point and the exact distance, as measured by their odometer, from the start of the Navigation Rally.

12. CRI by Measurement:

12.1 An instruction may be given at a specific point determinable by odometer reading providing the distance does not exceed twelve(12) kilometres from a previous point in the event (e.g. Change Average Speed at 7.5km from the start of this section. Turn left 5km from last directional instruction).

- Any CRI involving measurement in change of direction must state “Note odo reading” in the CRI from which the measurement starts.

12.2 Where a competitor is required to change direction on measurement, no other road may be within 0.3km before the road intended to be used.

13. Common Route and Traps:

13.1 **Common Route:** The 'common route' in Navigation Rally language is the roads which are travelled by all competitors. It does not include roads which may be used by competitors who do not recognise a 'trap', or the roads used by those who do recognise a 'trap'.

13.2 **Official Route:** The "official route" in Navigation Rally language is the roads which are travelled by competitors who complete all CRI in a Navigation Rally and who recognise all "traps" set by the organisers.

13.3 **Off Course Route:** (also known as "Mugs Route"): The "off course route" in Navigation Rally language is the roads which are travelled by competitors who miss "traps" set by the organisers. They may miss one or two so only go "off course" for a short distance.

13.4 **Traps:** A 'trap' is Navigation Rally language for a situation where the organiser is attempting to have a competitor travel on other than the official route. Examples of 'traps' are listed in Part Five, Helpful Hints.

14. **Timing:** The timing of the competitors' vehicles in a Navigation Rally for the purpose of determination of adherence to the prescribed average speed and/or timing schedule shall be achieved by one of the following methods:

14.1 **Sealed Timepiece System:** The competitor must provide Articles 14.1.1 and 14.1.2.

(1)

(a) A reliable timepiece accurate to within five(5) minutes in 24 hours, indicating individual hours, minutes and seconds and having a 12 hour reading only and a dial of not less than 3.50cm in diameter with seconds indicated by a full face sweep second hand, or a clock having a digital read out with individual second, minute and hour digits. Prior to the start of the Navigation Rally such timepiece must be submitted to and approved by the organiser. The organiser has the power to impound any clock for a technical inspection by a qualified horologist. The clock must have numbers on its face, including the hour 12.

(b) For Championship status events a reliable timepiece accurate to within one(1) minute in 24 hours and having a digital readout, with individual hour, minute and second digits, at least five(5) millimetres high, displayed simultaneously. The digits should be on one(1) line and in the conventional order of hours, minutes and seconds and shall be either 12 or 24 hour readout. The organiser has the right to impound the timepiece to check its accuracy.

(2) A container capable of completely housing the timepiece and such container to be fitted with a glass or clear plastic top, and fitted with a means of effectively sealing the container in a closed position by means of:

(a) Wire and lead seals (provided by the organiser), or

(b) Adhesive or self-adhesive non-reusable tape of a type approved by MotorSport NZ (provided and fitted by the organiser).

(3) The competitor is responsible for setting his clock to the correct time before clock sealing.

(4) **System of Operation:** At each manned Check and Control competitors must stop in accordance with Article 6.10.

(a) The arrival of that competitor is determined as the moment when the competitor hands his sealed timepiece and driver's card to the official.

(b) Competitors, upon handing their sealed timepiece and driver's card to the official shall state the time showing on their sealed timepiece. The official shall then verify the time and provided it is within five(5) seconds either way shall record it.

(c) Both the official and the driver (or crew member) must sign the appropriate entry.

(d) On the vehicle leaving the Check or Control the time so lodged must be accepted by the competitor excepting where, on reference to the preceding and succeeding checks time, the hour hand of the competitor's clock is found to have been mis-read, the organiser must correct this accordingly.

(e) At the organiser's discretion, the competitor's timepiece may be reset and the timepiece resealed in the container. The timepiece must be re-set to five(5) minutes before the competitor is to leave. At all locations where the competitor's timepiece is reset and resealed, a stop of not less than five(5) minutes will be provided solely for this purpose. The competitor shall be given a new time out if his timepiece is reset.

(f) The responsibility for the maintenance of the competitor's sealed timepiece in correct working order lies solely with the competitor. Officials will not be held responsible for the winding and/or adjustment of a competitor's timepiece.

(g) Competitors shall be ready to report to the official within thirty(30) seconds of stopping past the manned Check or Control, failing which they may be liable to penalty.

14.2 **Official Timepiece System: The** organiser must provide the timepieces to be used for the timing of competitors' vehicles in the event. The official time must be displayed at the start of the event. The timepieces used must be accurate to within five(5) minutes in 24 hours. Competitors must report to the official within thirty(30) seconds of stopping past the Manned Check or Control, failing which they may be liable to penalty.

14.3 Whichever system of timing is employed, competitors will be penalised for early or late arrival at Checks and/or Controls in accordance with the Schedule of penalties listed herein.

14.4 If the SR state that ten(10) second timing will be in operation, official time will be rounded up to the next 10 second increment and clocks will be read to this accuracy only.

14.5 Unless a longer period is specified in the SR or CRI, an allowance of one(1) minute must be given for each U turn on the official route.

14.6 Whichever system of timing is employed, at each unmanned Time Check competitors must record their arrival time, and identification letter if applicable, at that route point, on the driver's card provided by the organiser. Competitors must sign all such recorded times prior to stopping at the next manned Check or Control.

14.7 **Touring Sections:** A Navigation Rally may, by notification in the CRI, include certain sections and/or sub-sections wherein no intermediate checks shall be established. Competitors at the finish of such sections/sub-sections may arrive early but are required to check in at the correct time.

15. Tulip Diagrams:

15.1 Instructions showing the direction to be followed at intersections by diagrams clearly showing the position of the competitor's arrival at the intersection by means of a dot and an arrow showing the direction to be followed when leaving the intersection. (Refer diagrams D33, D34)

15.2 At least at every fifth instruction a road sign or other easily identifiable landmark must be quoted or indicated.

16. Straight Line Maps:

16.1 A straight line map is a diagrammatic representation of the route to be followed by a competitor with the route shown as a straight line. All intersections must be shown. Such intersections must be shown on the side of the road on which they are to be passed by the competitor. The map bears no relationship to the actual angles of intersections of roads nor the actual relative distance between roads.

In order to follow a straight line map the competitor shall interpret a road shown on the left/right of the straight line as meaning he shall leave a road on the left/right. (Example: Refer diagram D35)

16.2 At least at every fifth intersection a road sign or other easily identifiable landmark must be quoted or indicated.

17. Map Reading:

17.1 CRI may contain instructions to be read from a map(s) provided that the map to which such instructions apply has been nominated in the SR as follows:

(a) Only Department of Survey and Land Information TOPO50 maps may be used.

(b) The name of the map.

(c) The serial number of the map.

(d) The date of issue or other information to positively identify such map.

17.2 At the beginning of all sections and/or subsections a grid reference and a direction in which the competitor is facing must be specified.

17.3 No U-turns are permitted in map reading sections unless specifically instructed.

17.4 Map reading instructions must be confined to the following types of instruction or a combination thereof:

(1) **Instructions involving six(6) figure numerical grid references:** But a direction of arrival and/or departure may be specified. A reference point shall be deemed to be in the centre of the road or intersection and must be plotted as near as possible to the centre of that road or intersection. A grid reference is two(2) three(3) digit numbers expressing latitude (first) and longitude. They will appear in the CRI or SR preceded by GR (or gr). A grid reference referring to an intersection shall carry the suffix JNC (or jnc). All grid references not intended to refer to an intersection must be a minimum of 200m from the centre of any intersection.

(2) **Named Roads:** A named road means that portion actually named on the map to the nearest side of the next intersection on either end of the name except that named no exit roads are exempt from the proviso of an intersection at the blind end. Where the end of a

named road is in doubt the name must be wholly included between perpendiculars to the named road drawn from the ends of that named road (see diagram). Where a portion of a road has two(2) names which apply to it under this definition, then that portion of road can be called by one(1) name only, within any one(1) instruction. Road names are not divisible (e.g. John Smith Road cannot be called Smith Road). (Refer diagrams D36, D37).

State Highway numbers are not to be used as names of roads. Instructions quoting named roads must be confined to the following:

(a) Use a named road.
(b) Do not use a named road.
(c) Pass a named road.
(d) Do not pass a named road.

In all cases the named road shall be the nearest road so named – distance measured by road as per map from the point of commencing the CRI. (Refer diagram D38)

"Use a named road" means use all the named part in its entirety without deviation from the said road. A direction of travel may be specified.

Example: (Refer diagrams D39, D40) Use Bell Road.

"Do not use a named road" means do not use any or all of the named part of the said road.

"Pass a named road" means use an intersection to which the said road is joined but does not cross and without using any or all of the said road or crossing the said road within that instruction. (Refer diagram D41)

"Do not pass a named road" means do not use any intersection to which an end of the said road is joined and without using any of the said road or crossing the said road within that instruction.

State highway shields, topographical information, descriptive notes are not deemed to make a road impassable.

(3) It is permissible to specify a type of bridge or ford. Instructions quoting a bridge and/or ford must be confined to the following:

(a) Cross a bridge.

(b) Do not cross a bridge.

(c) Pass through a ford.

(d) Do not pass through a ford.

If specifying the type of bridge, the specification shall be in accordance with those shown on the Map index. In each case, more than one bridge or ford can be specified. The number of bridges and/or fords quoted in an instruction shall be the minimum number required to execute that instruction.

(4) U-turn

17.5 Where there is a choice of routes involving measurement to determine the shortest route then such difference in measurement must not be less than 0.5km.

17.6 A loop is where a competitor leaves a point and comes back to that point within one CRI. The organiser must state how to traverse the loop, ie. clockwise or anti-clockwise.

17.7 Unless otherwise stated in the SR of the event, it is not permissible to use, or plot into, a blind road. A blind road is defined as a road which has no exit.

17.8 After satisfying all other map requirements, the shortest route to complete each instruction shall apply.

17.9 The reference table contained on the map is intended as a guide, and the diagrams shown in it are examples only.

18. Delays, Claims and Allowances:

18.1 If delayed by circumstances beyond the control of a competitor in a Navigation Rally, such competitor will not make up time so lost but will run late until the next time Check or Control and report to the official in charge of the next control point the reason for and the actual delay involved. At the discretion of the organiser of the Navigation Rally, such delays shall not be penalised. If the organiser does not allow the claim, he must notify the said competitor so he can put in a protest within the prescribed time.

18.2 Except in club events, any claims concerning irregularities in the CRI must be made in writing to the Clerk of the Course within one(1) hour of the competitor finishing the event or the route and speed schedules being displayed. In club events the time limit for lodging claims concerning irregularities in the CRI shall be thirty(30) minutes. All other claims must be handed in immediately on clocking in at Final Control, having been attested to by officials encountered along the route. The organisers must adjudicate on each claim and advise the result to the competitor within one(1) hour of receipt of the claim unless the Steward(s) of the Meeting (if any) allow an extension of time due to the number of claims to be processed.

(1) A protest against a mistake or irregularity in a Navigation Rally shall be lodged within one(1) hour of the finish of the event for that competitor, or within one(1) hour of refusal of his claim as in Article 18.2.

18.3 No claims will be allowed for mechanical failures in Navigation Rallies. In the case of an accident involving injury or death, a competitor must stop and render all possible aid. Time so lost will entail a penalty not greater than the least loss by any other competitor in the sections involved.

18.4 Delays of the type mentioned in Articles 18.1 and 18.3 above must be substantiated by a disinterested party, e.g., by a marshal, an official or a competitor other than in the car concerned.

18.5 If delayed by tyre failure or broken windscreen, a competitor will be permitted an allowance of up to five(5) minutes without penalty provided that evidence of such tyre failure or breakage is produced to the official in charge at the next manned Check or Control where competitors are required to stop.

18.6 Except as provided in Article 18.3 above, the maximum delay permitted under the foregoing clauses is thirty(30) minutes and the delays in excess of thirty(30) minutes will involve the penalty of maximum loss of points for that section of a Navigation Rally.

18.7 The promoters, through their organising committee, shall have the right to reduce the number of penalty points, or to delete all the penalty points applicable to any one or more parts of a section of a Navigation Rally, should road conditions or other circumstances seriously delay the majority of the competitors, subject to the approval of the Steward(s), if any, of the meeting, prior to the publication of provisional results.

19. Complaints, Protests and Appeals:

19.1 **Complaints:** The requirements of organisers re signs and measurements stipulated in this Schedule must be adhered to. However, discrepancies in these areas may be subject of complaint by the Competitor to the Steward of the meeting or if a Steward is not appointed then to the Area Steward for investigation. If the discrepancy in the Investigator's opinion is minimal then the Organiser should be reminded of his obligations. Serious errors may involve penalty on the organiser and may be the subject of protest.

19.2 **Protests and Appeals:** (Refer to the National Sporting Code).

(1) Should any protest or appeal re an irregularity in route instructions be upheld the points lost by all competitors at that Check(s)/Control(s) shall be deleted.

20. Penalties:

20.1 Breaches of the Traffic Regulations involving excessive speed, dangerous or reckless or negligent driving, including failure to stop at Compulsory Stops;

- Up to 500 points on each occasion, or exclusion for serious offence.

20.2 Inconsiderate driving and/or misbehaviour entering or leaving Checks, Controls;

- First Offence: 50 points
- Second Offence: 500 points
- Third Offence: Exclusion.

20.3 Exceeding the legal speed limit in a Speed Trap;

- 15 points per kilometre per hour or part thereof in excess of the legal speed limit.

20.4 Consumption of intoxicating liquor or illegal non-prescription and banned drugs during the Navigation Rally;

- Immediate exclusion.

20.5 Incorrect lighting;

- 50 points.

20.6 The use of radio transmitting and receiving apparatus, (eg: cellphone, for the purpose of obtaining private assistance);

- Exclusion.

20.7 Failure to comply with officials' or marshals' instructions – pertaining to the conduct of the Navigation Rally or failure to obey Navigation Rally rules;

- 50 points on each occasion.

20.8 Failure to report on time for vehicle scrutineering and/or competitors' documentation;

- 25 points.

20.9 Failure to report on time for departure from Start Point;

- 25 points on each occasion.

20.10 Arrival at the Start line without competition numbers, if required (and/or any other notices/decals required by the SR), mounted on the vehicle, in accordance with the Regulations;

- 20 points.

20.11 Late or early arrival at checks or controls where time is recorded. In excess of thirty(30) seconds late or early;

- One tenth of a point per second to a maximum of 180 points.

20.12 Failure to pass or stop at a manned Check or Control at which time is recorded, and/or failure to pass or record time at an unmanned Time Check.;

- 180 points.

20.13 Stopping, reversing, deliberate deviation from or turning on the official route, so as to delay arrival and/or change approach, executed within sight of a manned Check and/or Control (Marshals or Officials must actually see the infringement occur);

- 150 points on each occasion.

20.14 Failure of competitor's sealed timepiece for each manned Check or Control subsequent to such failure until and including the next manned Check or Control where the timepiece can be reset and re-sealed;

- 180 points on each occasion.

20.15 Maximum aggregate points lost at any one(1) manned Check or Control, or unmanned Time Check as listed under headings 20.11-20.14;

- 180 points.

20.16 Failing to report within thirty(30) seconds of stopping past a manned Check or Control, except in Touring Section/sub-section;

- 50 points.

20.17 Failure to pass and note down the check code at an unmanned Check and/or failure to pass or stop at a manned Check or Control which does not record time;

- 60 points.

20.18 Failure to give proper turning and/or stopping signals;

- 25 points.

20.19 Incorrect parking (A stationary car for the purpose of these regulations is deemed to be parked);

- 10 points.

20.20 Unauthorised opening of CRI;

- 300 points per occasion plus maximum loss of points for each Check and Control throughout the section/s involved.

20.21 Falsifying entries on drivers' cards or tampering with timepieces or seals or failure to have alterations to recorded times signed by an official;

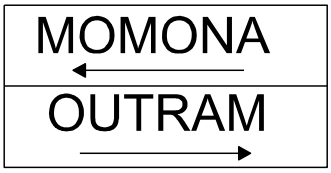
- 300 points up to exclusion.

20.22 Imposition of any penalties specified in these Regulations and/or SR for a competition shall not prevent the imposition of such other penalties as may be specified in the National Sporting Code.

20.23 By notification in the SR for club Navigation Rallies some of the above penalties may be reduced, but this must be done in a proportional manner. (e.g. Timing and check penalties may be divided by six(6) thus giving a points loss of one(1) per minute and ten(10) points per check missed).

Part Four – Diagrams

D1



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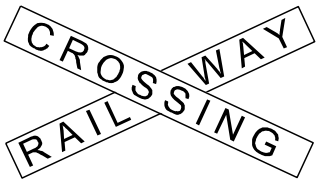

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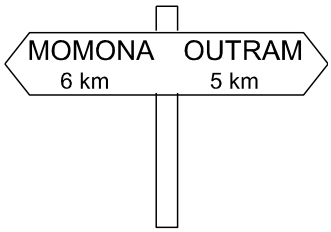

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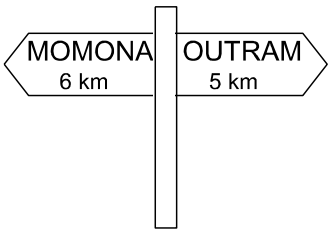

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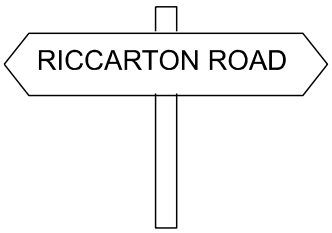

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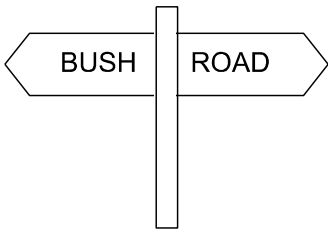

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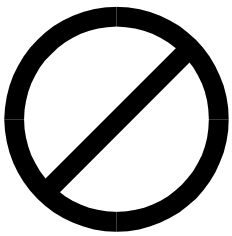

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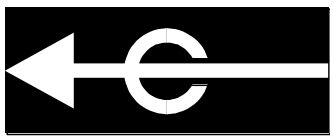

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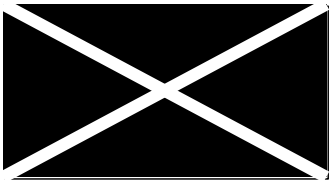

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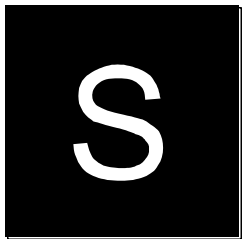

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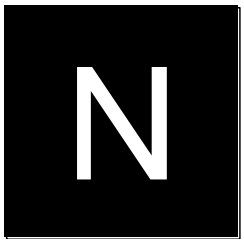

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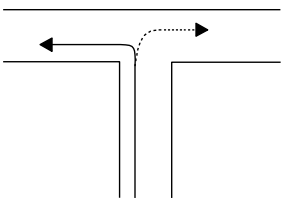

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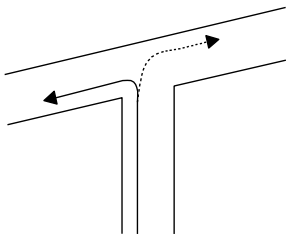

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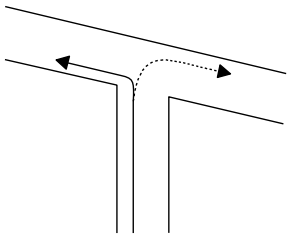

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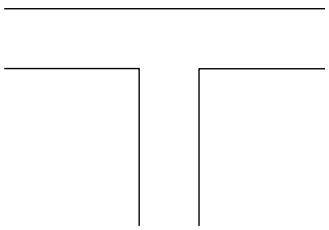

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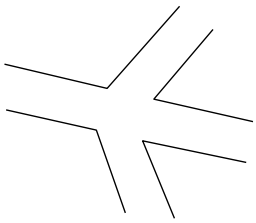

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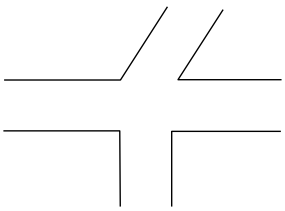

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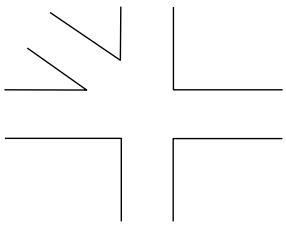

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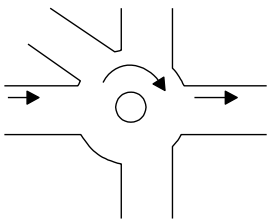

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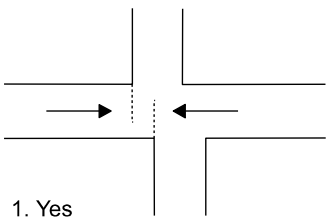

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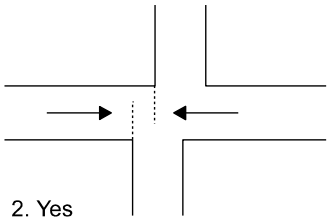

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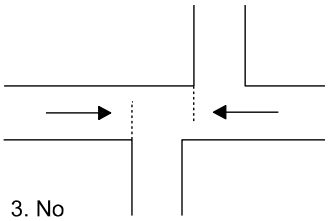

3. No

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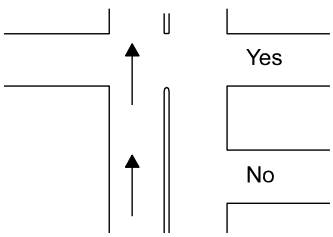

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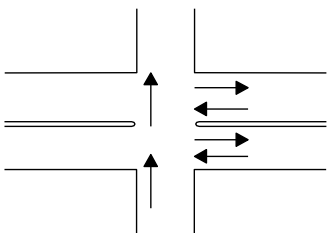

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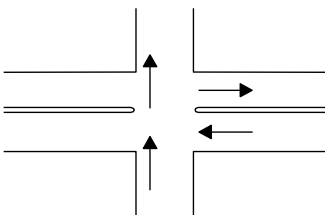

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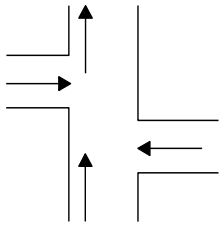

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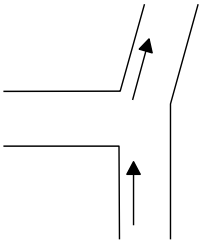

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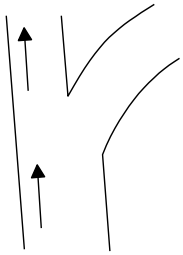

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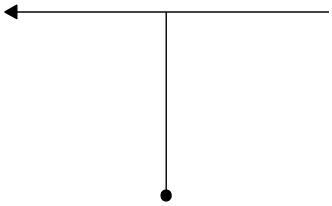

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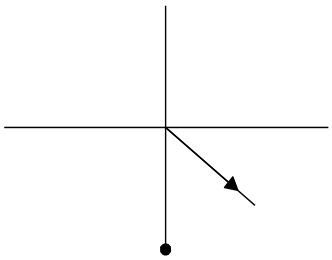

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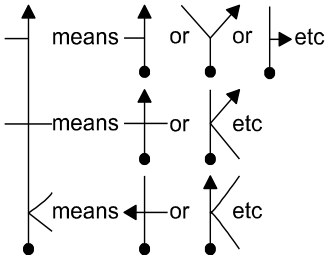

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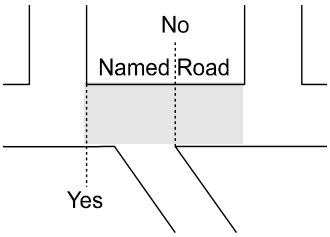

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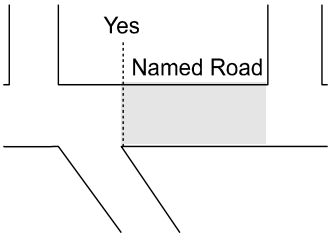

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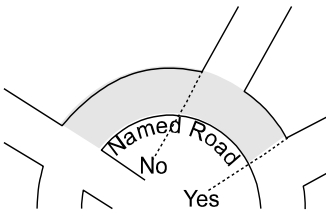

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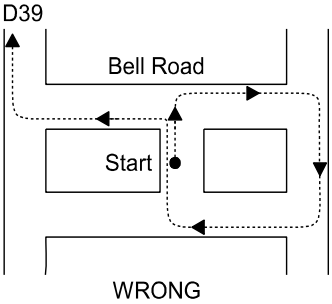

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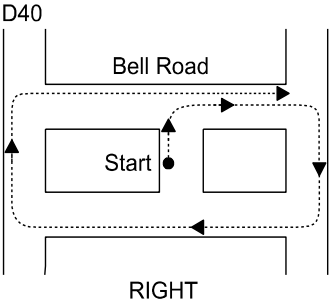

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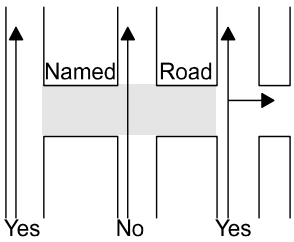

Part Five: Helpful Hints

This part is NOT part of the rules or regulations but has been prepared to assist new competitors to gain some knowledge of what to expect when competing in a Navigation Rally.

Participants in a Navigational Rally
The participants of a Navigation Rally are collectively referred to as The Crew. The crew is made up of a minimum of two(2), being the Driver and a Navigator. Additional crew members up to the maximum seating limit of your car are permitted. The Crew are:

The Entrant: The person noted on the entry form as the Entrant. This person can be any member of the crew.

The Driver: The person who drives and must hold a NZ civil drivers licence which is current and full (not restricted).

The Navigator: The passenger who reads (out loud) the Supplementary Regulations (SR's) and Competitors Running Instructions (CRI's), or reads the maps, and tells the driver where to go.

The Co-Driver (optional): The person who is often passenger but may drive occasionally and must hold a valid NZ civil drivers licence as per the Driver.

The Timekeeper (optional): The passenger who calculates the time, based on distance travelled, to adhere to the speeds set in the CRI's. Any of the above drivers or navigator can also assume this role.

The Passengers (optional): Any additional persons not taking any role above. These persons are often not Club members or are newcomers or not regulars within the crew. Additional crew members are helpful in spotting Check Boards and the purposeful mistakes (Traps) in the CRI's and SR's.

Organisers of a Navigation Rally

The Organiser: (also known as the Promoter). The person or team of people who plot the Navigation Rally in the geographic area they have chosen and construct the Supplementary Regulations (SR's), Part 2 and the CRI's. They arrange printing of these and driver's cards for use on the event and also the Check Boards and other signs that are required. This is often a crew that normally competes but takes a turn in organising an event on the Club's calendar.

The Secretary: The person who arranges the Permit application and the SR's (Part 1) which is the advertisement or notice of the event that is sent to potential competitors / participants.

The Clerk of the Course: Usually this is the main organiser. However there may be another Clerk of the Course appointed.

The Checkers: The person(s) who accompany the Organisers on the "Checking Run" to ensure that there are no errors or contentious instructions that will cause confusion and create argument that can make an event less enjoyable.

Preparation for a club event

- You require a motor vehicle with a working speedometer and odometer, a driver, a navigator, a clipboard and pen and a clock or watch. You may also take a timekeeper and passengers.

- You can usually compete in your first one or two Navigation Rallies without having to join a car club. No motorsport licence is required except at MotorSport NZ Championship events, but the driver does of course require a drivers licence.

- Find out the level of event you intend to compete in.
- If it is a 'fun' event the only other thing you probably need is a sense of humour. Nevertheless study any rules issued for the event.
- If it is a 'timekeeping' Navigation Rally then you need to know what Navigation Rally terminology is used to describe roads and intersections and how to do some basic timekeeping. Study only those sections of the rules.
- If it is a 'novice' Navigation Rally find out which sections of the rules will be used and study only those sections.
- If it is your first event be sure to turn up on time for documentation, and ask the organiser if there is an experienced competitor who can assist you with information on the requirements for the event. Look at the sample CHECK boards and any other signs which the organiser has on display in order to be familiar with what you should be looking for during the event.
- Fill in and sign the entry form and pay any entry fee.

Supplementary Regulations (SR): (Refer Article 4.6). These should be given to you as soon as you arrive. Study the SR and underline or highlight the information which will be of navigational importance. (There is often much information which only pertains to the details of the running of the event).

Therefore study:

(1) How signs will be quoted in the documentation.

(2) The order of priorities where more than one(1) instruction is possible at any one time.

(3) Action to be taken when encountering certain check codes.

(4) Any overriding instructions, and which sections they apply to.

(5) What abbreviations will be used on this event.

(6) Any other details pertaining to the running of the event.

Competitors Running Instructions (CRI): (Refer Article 4.10). These will be given to you about two(2) minutes before you start. They are the basic instructions which advise how to negotiate most intersections. BUT remember to apply other instructions listed in the order of priorities as applicable. eg overriding instructions in the SR, or overriding instructions listed at the top of the CRI, or instructions to be carried out at some check boards.

- Tick each instruction as it is completed
- Cross out those that are deleted.
- These will also contain the average speed required and where changes to the average speed apply.

Odo Distance: (Refer Article 11). Do not forget to zero (or note) your odo at the start point.

Local Knowledge: Always follow the instructions for the event, do not use local knowledge (unless you are lost and need to get back to a known point in the event). For example you have a CRI which states "Go right into main road". You may know which road is THE main road in your area but in this case you cannot assume that your 'main road' is the correct one. You will need some additional information such as a sign "MAIN ROAD".

Remember, if you think you are lost read ahead in the instructions and try to identify an instruction which you can find. eg Go right at “BELLS ROAD”. Go to that point and continue with the Navigation Rally.

Straight Ahead Rule: Normally the lowest order of priority for instructions is ‘The straight ahead rule’. This means proceed ahead on the road of least deviation, even though this may mean leaving a major road you are on and continuing into a minor road or even a track!

- CRI by distance – refer Article 12
- Tulip diagrams – refer Article 15
- Straight line maps – refer Article 16
- Touring section – refer Article 14.7
- Overriding instruction – refer Article 4.8
- Manned check handout – refer Article 4.9

The above rules are short and concise, therefore make sure you take this booklet with you whenever you compete in a Navigation Rally to study whenever you are confronted by one of the above variations of instruction.

Common Route and ‘Traps’: (Refer Article 13). You will normally miss an unmanned check if you do not recognise a ‘trap’. This is where the organiser, on purpose, does not obey the rules. Examples are:-

- Traps on signs, where the actual sign and the instruction differ in some way, (eg. Refer Article 8 for rules governing signs).

(Assuming SR states signs will be quoted in capitals)

Sign reads:	**Instruction reads:**	**Trap is:**
GIVE WAY	CIVE WAY	instruction misspelt
JOHN RD	JOHN ROAD	sign not quoted correctly
PICTON 5 KM	PICTON ___	sign not quoted in full
VALLEY ROAD	VALLLEY ROAD	instruction misspelt
McLEAN Rd	McLEAN Rd	not valid if SR states signs will be quoted in capitals, (however MCLEAN RD would be correct).
and many, many more possibilities		

- When you encounter a ‘trap’ check the Order Of Priorities list in the SR and use the appropriate instruction to negotiate the intersection where the ‘trap’ is, usually the straight ahead rule, to find a check code which will put you on the ‘common route’.

- Normally on a well organised Navigation Rally you will not know that you have missed a ‘trap’ until you get the explanation sheet at the finish. The organiser should ensure that competitors who miss the ‘trap’ will rejoin the common route without getting lost.

- It is a rule that organisers must put checks where time is recorded on the ‘common route’. (Refer Article 6.6)

Map Reading: (refer Article 17). The supplementary regulations AND any pre event publicity must advise if map reading is going to be used on a Navigation Rally because you will need to buy the appropriate map. You will then (and only then) need to study Article 17.

Taking Part in a Navigation Rally
Prior to the start: The Organiser will have sent out the Supplementary Regulations (Part 1) which gives details of the event, start location and other pertinent information. Some Clubs may not use SR (Part 1's) as this information may be contained in monthly newsletters or bulletins.

Arriving: A crew arrives at Start Control at the location outlined in the Supplementary Regulations (Part 1) and are given the Supplementary Regulations (Part 2) (these are the basic pieces of information which apply to the event), an entry form and a drivers card on which they must write all of the "Check Codes" (a Check Code is the letter or group of letters on the top of a CHECK board) on each CHECK board they see.

They set their clock to their car number in minutes behind the official clock as outlined in the SR's.

They should collectively read through the SR's and discuss anything outside the normal, such as any over-riding instruction. Ask the Clerk of the Course or Organiser for clarification if needed.

Starting: Two(2) minutes prior to the start time, hand in your entry form and entry fee (if not already done) and collect the CRI's (Competitor Running Instructions) and get your car and crew to the START board ready to leave at the official start time.
Check the CRI's to see if there is an over-riding instruction or anything unusual.
Zero the trip meter in the car.
Competing: The Navigator clearly reads each instruction to the Driver who follows the instruction at the Average Speed stated in the CRI's (or the separate Speed Schedule if there is one).

EACH INSTRUCTION MUST BE COMPLETED OR DELETED BEFORE THE NEXT IS ATTEMPTED.

Usually the first board sighted will be the ODO board stating the distance the organiser travelled from the Start to this point so competitors and compare their own trip meter with this distance and adjust their timing if there is a variation in the distance.

The Driver is responsible for driving within the law and keeping to the average speed (usually travelling at 20kph above the average speed to allow for the stops and turns). The Driver also spells out the road signs to compare with any quoted sign in the CRI's. The Driver must also find the CHECK boards.

The Time keeper keeps track of the kilometres travelled and calculates the time the Rally should be taking based on the average sped. He will tell the driver to speed up or slow down.

Traps: These are purposeful errors made by the Organisers to determine the winners. A trap may be a spelling error or using an instruction that is impossible to complete. There are many variations of these so it is helpful to be familiar with the other areas of this Schedule.

Missing a trap means missing a CHECK board worth 60 points!

Check Boards: Write them all down – they all count but must be in the correct order.

Manned Time Checks: Take your Drivers Card and clock to the person in the vehicle with a CHECK sign on the back of it. Park in front of this vehicle to avoid blocking the CHECK sign from being seen by other competitors.

The Objective: To reach the finish in exactly the same time as the organiser calculated and see all the CHECK boards and write them down on the Drivers Card in the correct order. Doing so will avoid penalty points and to score zero(0) is the ultimate achievement and will earn first place.

The Finish: The final instruction will ask the competitors to take their Drivers Card and clock to the final CONTROL. This is the time to relax and review the event. A list of CHECKS and the speed schedule will be available.

APPENDIX SIX

PART ONE - FOREWORD

Amendment Number	Date Published	Date Implemented	Article Number

Part One – Foreword

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Foreword: Internationally the use of the automobile has been recognised by United Nations charter with the FIA General Assembly being the body mutually established to handle all activities.

FIA has developed two distinct subgroups, AIT, (World Council for Touring and the Automobile) and World Motorsport Council, (responsible for competition of the automobile).

FIA has also developed accords with other specialist groups and in the case of Historic Vehicles there is a convention (agreement) reached with FIVA (the international body established for Vintage Vehicles).

The FIA and FIVA agreement recognises the unique aspects of each other's operations and have signified this by the exchange of letters and press releases. The FIA and FIVA will endeavour to ensure that their respective national representatives will recognise and assist one another at national level and in accordance with this agreement.

The agreement reached in May 2002, with the revised Appendix One ratified June 2011, between the two parties MotorSport New Zealand Inc and the Vintage Car Club of New Zealand Inc states;

"MotorSport New Zealand Inc (MotorSport) is the representative of the FIA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of motor sport.

The Vintage Car Club of New Zealand Inc (VCC) is the representative of the FIVA in New Zealand and as such is recognised by virtue of the agreement between FIA and FIVA as being the only authority in the field of historic vehicles and their use other than sporting as defined by mutual agreement.

In New Zealand VCC wish to run speed events which by definition come under the control of MotorSport. To facilitate this activity MotorSport extends to VCC an invitation to affiliate to MotorSport that would enable the joint development of Historic Motor Vehicle Competition events in accordance with the International Agreement and for the betterment of VCC members in New Zealand.

The Affiliation is based on the following being agreed by the parties.

1. *MotorSport to introduce a Historic limited use licence category*

(a) *The issuing of this licence will be delegated to VCC for issuing and management, maintenance of issued licences database, setting of appropriate fee. Design of the licence will be by mutual agreement and carry the logos of both national and international bodies.*

(b) *It will only be issued to financial members of VCC.*

(c) *It will be for the exclusive use of VCC members.*

(d) *Holders of the licence will be bound by VCC rules.*

(e) *The licence will be mandatory at VCC Speed (including racing) events.*

2. *Vehicle safety standards to be observed at VCC speed (including racing) events will be those as detailed in the current edition of the MotorSport Manual Appendix 2 Safety.*

3. *VCC to run speed (including racing) events exclusively for VCC Historic Licence holders and only for vehicles that have the VCC VIC. Motor Racing events shall be held on MotorSport permitted facilities, (i.e. the permanent race circuits licensed by MotorSport or other licensed venues). Hill climbs may be run on VCC approved venues.*

4. *VCC agree to:*

(a) *Arrange their own suitable Public Liability Insurance cover.*

(b) *Provide their own Race Officials for the meetings being held.*

(c) *Conform to the Circuit Safety Standards as laid down by MotorSport for the individual venues.*

5. *Consult jointly with each other to ensure unnecessary clashes of calendar events. To this end the bulk of the MotorSport calendar is set in May and VCC in August.*

6. *MotorSport rule changes for Schedules K, T&C will be made in consultation with VCC so as to recognise the VCC VIC system within MotorSport Manual Appendix 6 and to have the VCC VIC card as an eligible entry standard for MotorSport events alongside the MotorSport COD eligibility document.*

7. *VCC members wishing to uplift a full MotorSport competition licence will be able to do so by utilizing VCC as their member club for MotorSport recognition. MotorSport may impose a surcharge on VCC applicants for this licence.*

8. *VCC will pay to MotorSport an affiliation fee set annually by MotorSport in consultation with VCC.*

9. *The parties agree that this agreement is for the purpose of joint development of historic speed events, including racing, and does not imply MotorSport involvement in other VCC events such as rallies and trials run on public roads within the bounds of normal traffic regulations.*

10. *This agreement is concluded for an indefinite duration.*

11. *MotorSport and VCC agree to meet annually to ratify and ensure all aspects of this agreement are being observed as intended."*

APPENDIX SIX
PART TWO

Amendment Number	Date Published	Date Implemented	Article Number

Part Two – Historic Competition Philosophy

A: Philosophy
B: Responsibilities

Article 1	The Historic Advisory Commission will provide.
Article 2	Organisers will be expected to provide.
Article 3	Competitors will be responsible for.

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Preamble: In accord with the Constitution and By-laws of MotorSport New Zealand Inc a representative Advisory Commission has been established with powers to make proposals and recommendations to the MotorSport NZ Chief Executive Officer aimed at ensuring Historic and Classic vehicles have an active competition role.

A: Philosophy

Historic and Classic motorsport is that branch of the sport where vehicles from a past era are used in friendly rivalry to allow them to be exercised in a manner that the manufacturers intended. It is not a branch of the sport where series and trophies for winning races are held in higher regard than the sheer enjoyment of being involved.

B: Responsibilities

1. The Historic Advisory Commission will provide:

(1) A framework of competition regulations for vehicles produced during the time period covered by the Commission's brief being to:

(a) Provide to competitors and officials regulations that will be as clear and useable as practicable. They will provide stability in the regulations to allow competitors to build vehicles with the confidence that the vehicle, if built to comply with current regulations, will continue to comply in future years if it is not modified from its build specification.

(b) Endeavour to provide for vehicles to be able to retain as near as possible their original appearance, and where necessary retain the ability to be used as everyday cars.

(2) Safety standard regulations appropriate to the vehicles covered by the Commission.

Whilst recognising that the safety requirements of the era covered by the Commission were of a lower level than current, the Commission will ensure that the respective vehicles are as safe as is possible in the context of motorsport. This may mean that the standards required will be higher than ever envisaged by the vehicle manufacturers of the time.

(3) Protection of the brand name "Historic Race Meeting" and obvious derivatives of that name.

The Commission will protect the brand name "Historic Race Meeting" and derivatives thereof such as "Historic and Classic Race Meeting," "Classic and Thoroughbred Race Meeting," etc. This will generally mean that meetings that hide behind scrutineering to varying standards to allow the acceptance of entry of a wider range of vehicles than those covered by regulations covered by this Commission will be denied the use of the brand.

(4) Clear guidelines to event organisers and promoters, and competitors, outlining their obligations to each other and their obligations to the Historic movement as a whole.

(5) A list of available classes, known as vehicle categories.

(6) Encouragement for the formation, under the umbrella of a Member Club, of special interest competitor registers to assist event organisers with promoting a range of races at meetings.

2. Organisers will be expected to provide:

(1) Meetings with formats that conform to the philosophy of the Historic and Classic movement.

Recognising that the philosophy of the movement includes the use of vehicles in friendly competition, organisers will be expected to provide meetings that encourage owners of appropriate vehicles to enter and race those vehicles amongst other vehicles and owners of like mind.

(2) Appropriate vehicle groupings at meetings that are promoted under the brand "Historic Racing" or derivatives.

(a) Organisers are expected to provide race groupings of vehicles that are appropriate to the vehicles entered for their meeting.

It is inappropriate for single seater vehicles to be grouped with saloons, and old slow vehicles with newer faster vehicles.

(b) Scrutineering Audits shall be carried out on at least 15% of vehicles entered in the event, checking for;

(i) Compliance with Appendix Two Schedule A or Appendix Six Schedule AA requirements as appropriate, and

(ii) Compliance with the vehicle's Certificate of Description as appropriate.

3. Competitors will be responsible for:

(1) Competing and dealing with all other competitors and event officials and helpers in a manner of good sportsmanship and friendly rivalry.

The Historic movement philosophy is about using appropriate vehicles in a manner of friendly rivalry. Overaggressive driving and pit manner is not part of the way the movement wishes to operate. Competitors are expected to enter, compete and act in a manner that respects this philosophy.

(2) The safety and eligibility compliance of their vehicle.

Note: *In line with the above, and with the general philosophy, competitors are responsible to themselves, the event organisers and promoters, and this Commission to ensure that the vehicle, which they use in Historic motorsport is eligible to compete at the meetings, and in the vehicle categories or class breaks entered.*

APPENDIX SIX
PART THREE

Amendment Number	Date Published	Date Implemented	Article Number
36058	10 July 2023	10 July 2023	Section Three
36035	1 September 2021	1 September 2021	Article 2 – Period Classification of Vehicles
36030	10 June 2021	10 June 2021	Article 2 – Period Classification of Vehicles
36024	17 November 2020	17 November 2020	Part One, Article 1 Part Two – Vehicle Categories

Certificates of Description

Section One – Identity Classification

Preamble	
Article 1	Requirements

Section Two – Vehicle Categories

Preamble	
Article 2	Period Classification of Vehicles

Section Three – Livery and Race Numbers

Preamble	
Article 3	Livery and Race Numbers

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Certificates of Description

A COD is a description of a vehicle as it is and in relation to the requirements and period classifications set out in the Schedules and Groups of Appendix Six, Historic Competition. They provide a practical link to the relevant rules set out in the various Schedules by providing a guide for:

- enthusiasts and participants engaged in historic motor sport as to the type and range of changes or modifications that are acceptable or not acceptable, and
- the range and type of vehicles organisers may seek to attract or accept in planning and running historic and/or classic motor sport events.

For these reasons CODs are the preferred method of vehicle identity classification pursuant to ‘Section One – Identity Classification’, Article 1.1 for all vehicles entering events under Appendix Six and wishing to be subject to Part Eight, Schedule AA. CODs are, however, also a key means of demonstrating to organisers and other interested parties that vehicles are what the entrant/participant says they are. A system of random audits being implemented over time will seek to ensure that CODs are accurate and up-to-date.
However, competitors/participants can expect some variation in terms of relevance to particular historic/classic motor sport events. An event run to Appendix Six Schedule K historic rules will regard possession of an accurate up to date vehicle identity classification document in accordance with ‘Section One – Identity Classification’, Article 1.1 as mandatory. Organisers of more eclectic events that run competitions according to particular groupings such as comparative speed may be less dependent on CODs in determining the content of appropriate fields.

Section One – Identity Classification

Preamble: In August 1997 regulations were established to introduce a process enabling classification of all Historic and Classic vehicles running under the Schedules, Groups and Categories of Appendix Six.

1.1 **Requirements**: It is mandatory for all vehicles competing in an Appendix Six event (other than an event open only to members of the organising club) to present at documentation and to the Scrutineer at the event, either:

(1) An FIA Historic Technical Passport (HTP); and/or a Heritage Certificate (HC), or

(2) A MotorSport NZ Certificate of Description (COD); or,

(3) A Vintage Car Club of New Zealand Inc Vehicle Identity Card (VIC); or

(4) In the case of visiting overseas vehicles a similar type classification document issued by a recognised National Sporting Organisation from the vehicle's country of residence;

(5) Plus a MotorSport NZ issued or approved vehicle logbook or, for a visiting overseas vehicle utilising a vehicle identity classification document under (4) above, a logbook issued by a recognised National Sporting Organisation (ASN) from the vehicle's country of residence.

Note: *An Organising club will advise in the event Supplementary Regulations those Schedules and/or vehicle categories that are able to participate in the event.*

1.2 **An FIA Historic Technical Passport (HTP); and/or a Heritage Certificate (HC): If** a competitor intends taking a New Zealand domiciled vehicle to participate in an International Historic Competition entered on the FIA Sporting Calendar in any country other than New Zealand then an HTP or HC will be required.

The process for obtaining an HTP or HC can be obtained by contacting the MotorSport NZ Technical Department.

1.3 **Vehicle Identity Card – VIC:** Members of the Vintage Car Club of New Zealand (being an affiliate club of MotorSport NZ) may use their vehicles VIC as a means of identity classification and vehicle category clarification.

1.4 **Visiting Overseas Vehicles:** For any vehicle entered in a MotorSport NZ National or higher status Event, that does not have a recognised form of vehicle identity classification (refer Article 1.1(1) to (4) of this Section), then provided a similar type classification document, issued by a recognised National Sporting Organisation (ASN) from the vehicle's country of residence, is presented at documentation the vehicle may be permitted to enter.

Competitors seeking to enter such a vehicle should contact the MotorSport NZ Technical Department to verify the acceptance or otherwise of the "recognised National Sporting Organisation".

This concession would apply for a maximum of six(6) months after which the vehicle would require a vehicle identity classification document in accordance with Section One Article 1.1(1) to (3).

1.5 **Issue of Certificate of Description (COD):**

(1) **Applications:** These shall be made by application through the MotorSport Online system including payment of the prescribed fee, (refer Appendix One Schedule B for details), or alternatively a COD Application form, available on the MotorSport website, may be completed.

The application, supporting documentation and application fee are submitted to MotorSport New Zealand Technical Department who will review the application before sending it to the

Historic Advisory Commission. The Commission Members will check compliance of the vehicle with the relevant schedule before making a recommendation to the Technical Department on whether the application should be approved and to what classification should be applied.

A comprehensive "Certificate of Description detailed Guidelines document is also available at motorsport.org.nz.

Full certification will be granted after the vehicle complies with a COD auditor's inspection and with the information provided on the COD.

Note: *Applications should only be submitted manually if the applicant has no internet access.*

(2) **Interim Certificate of Description:** An interim Certificate of Description may be issued on request and on a case by case basis. The application must be materially accurate complete and correct before an Interim Certificate of Description will be granted. Such issued Interim Certificates shall have a 30 day validity period after which they become null and void.

(3) **Certificate of Description Identification System:** MotorSport NZ has adopted an alpha and numeric coded identification system for each accepted Certificate of Description. Competitors and event Officials, on reference to the issued COD, will be able to identify the vehicle by Schedule, era and level of compliance.

The example below illustrates the system;
Example: **K – E – 1234 – 67 – A**

K	Indicates the applicable Schedule: **'K'** for Schedule K cars **'C'** for Schedule T&C cars **'CR'** denotes a vehicle that is a Retrospective Special or Replica
E	Indicates Period (K) or Group (T&C / CR) Classification
1234	Indicates the identification number issued in sequence.
67	Indicates the year that the car represents, or the year of the latest performance enhancing component fitted. **Note:** *Therefore a 1967 vehicle incorporating a later period performance modification shall be classified as representing the year of that modification).*
A	Indicates the level of compliance with the regulations: **'A'** denotes a vehicle in full compliance,

1.6 **Vehicle Compliance Audits:** Event Organisers shall ensure that compliance audits are carried out on at least 15% of competing vehicles during the course of an event.
The audits shall include a vehicle compliance check against the Certificate of Description in such cases where one has been issued for the vehicle**.**

Section Two – Vehicle Categories

Preamble: All vehicles used in Historic or Classic competition are categorised according to one of the following;

- **"Period Classification"** – for Historic vehicles in compliance with Schedule K, or
- **"Groups"** – for Thoroughbred & Classic vehicles in compliance with Schedule T & C, or
- **"Period Grouping"** for Replicas or Retrospective Special vehicles in compliance with Schedule CR.

At all times the onus lays with the competitor to provide any information and documentation to confirm that the vehicle they either enter or compete in is in compliance with the appropriate vehicle category or group.

Importance of Vehicles for Historic Competition:

If considering the importation of a single seater racing car, sports car, saloon *or sports racing car it is strongly recommended that prior to importation or purchase intending importers or owners consult with the Historic Advisory Commission to ensure that;*

(a) *The vehicle is of a type permitted to race on the New Zealand circuits, (as some high performance single seaters and sportscars exceed NZ circuit FIA ratings.)*

(b) *The vehicle does conform to one of the period classifications.*

(c) *Ensure the chassis number, and vehicle information is correct for the vehicle being imported.*

(d) *HTP, COD, and previous log book information is supplied.*

(e) *Articles about the vehicles competition history, photographs and ownership trail.*

Prospective owners also need to contact the MotorSport NZ Technical Department regarding Roll Protection suitability prior to purchase.

2.1 Period Classification of Vehicles in Compliance with Schedule K.

(1) The following chart details the relevant period classification for vehicles based on vehicle type and era.

A	Cars built before 31 December 1930
B	Cars built between 1 January 1931 and 31 December 1946
C	Cars built between 1 January 1947 and 31 December 1961 (31 December 1960 for single seaters)
D	Single Seater cars; complying with Tasman Formula and built in period, or complying with Formula Libre and built before 30 June 1969, or complying with National Formula and built before 30 June 1970, or complying with International Formula Two and built before 31 December 1966, or complying with International Formula Three and built before 31 December 1969, or complying with International Formula Junior and built between 1 January 1961 and 31 December 1964
E	Single Seater cars; complying with Formula 5000 or 3 litre Formula One and built before 1 July 1977, or having been built and competed in either configuration in an international event before 1 January 1977, or

	complying with Formula Atlantic, Pacific and Mondiale and built up to 31 December 1995, or complying with International Formula Three and built between 1 January 1970 and 31 December 1984, or complying with Formula Holden or Formula Brabham and built up to 31 December 2000
F	**Sports Racing Cars built before 30 June 1973**
G	Sports Cars complying with New Zealand Schedule C (SCANZ) built between 1 July 1973 and 30 June 1980
H	Single Seater cars (that have not competed in the previous season in a current championship); complying with NZ Formula Ford regulations and built before 30 June 1980 (Class I), or complying with NZ Formula Ford regulations and built between 1 July 1980 and 31 December 1984 (Class II) complying with NZ Formula Ford regulations and built between 1 January 1985 and 31 December 1992 (Class III) complying with Formula Vee regulations and built before 31 December 1982
L	Standard Production and Competition Sports & GT Cars built between 1 January 1961 and 31 December 1971
M	Series Production and Competition Touring (Saloon) Cars built before 31 December 1964
N	Series Production and Competition Touring (Saloon) Cars built between 1 January 1965 and 31 December 1971
O	Standard Production and Competition Sports & GT Cars built between 1 January 1972 and 31 December 1979
P	Series Production and Competition Touring (Saloon) Cars built between 1 January 1972 and 31 December 1977
Q	Competition Touring (Group A and Group N) Cars with FIA homologation papers built between 1 January 1978 and 31 December 1993.
R	**New Zealand Specials:** New Zealand historic sports and single seater racing cars built between 1 January 1961 to 31 December 1977 (with proven competition history)
S	**New Zealand Historic Racing Saloons:** built between 1 January 1950 to 31 December 1999 Vehicles that competed in such series as: Allcomers OSCA Bank of New South Wales ANZ GTX Series Benson & Hedges Shell Sport/Schedule E Sports Sedans/Kiwi Sports Sedans TranZam Lights
T	Single Seater and Sports Racing Cars built between 1973-1990 and includes Formula 1 built prior to 31 December 1985, not otherwise classified, that have not competed in the previous season in a current championship and meeting NZ venue licence grades, Appendix One Schedule Y, Part One Article 3.2
U	Space-framed Purpose Built Racing Saloons built from 1 January 1967 but older than 15 years, specifically built for National and International Championships (either within and outside of New Zealand) or recognised Series' within New Zealand, including (for example) space-framed type TranZam or NASCAR.

V	FIA 2.0 Litre Supertourers 1990 to 31 December 2000 and Porsche 996 GT3 Cup Cars over twenty (20) years old.
W	Toyota Racing Series (TRS) Toyota FT40 2005 to 2015 in compliance with Schedule TRS.

N**ote:** *For details on the vehicle definitions and technical regulations pertaining to the period classifications detailed in the chart above refer to Schedule K (which forms Part Four of this Appendix).*

(2) All vehicles issued with a Certificate of Description under Schedule K with 'A' compliance status shall be entitled to display the MotorSport NZ issued Historic label on the vehicle which signifies the true historic nature of the vehicle.

2.2 Groups for Vehicles in Compliance with Schedule T&C.

The following chart details the relevant group for vehicles based on vehicle type and era.

Groups	**Vehicle Type and Era**
One	Sports and GT cars up to 31 December 1977
Two	Production Saloon cars up to 31 December 1977
Three	Sports and GT cars post 31 December 1977 and over twenty(20) years old
Four	Production Saloon cars post 31 December 1977 and over twenty(20) years old

2.3 Period Grouping for Vehicles in compliance with Schedule CR.

The following chart details the relevant period grouping for vehicles based on a vehicle of the type it either represents or replicates.

Period Grouping	**Vehicle Type and Era**
CR One	Retrospective or Replica single seaters or two seater sports racing cars with a determined period classification up to 31 December 1960
CR Two	Retrospective or Replica single seaters or two seater sports racing cars with a determined period classification post 31 December 1960
CR Three	Retrospective Specials or Replica sports, GT or saloon cars up to 31 December 1977, including Cars built to FIA Appendix K

Section Three – Livery and Race Numbers

3.1 Livery:

(1) Paintwork and signage should be representative of the period and the race group that the car raced in as indicated in the COD for the car.

(2) Club badges are allowed.

(3) Race meeting sponsor logos are allowed, and it is recommended that these be removed after that specific meeting.

(4) Group or private sponsorship logos are subject to approval by the event organiser/promotor and participating clubs and are limited to the upper front windscreen banner on saloons, sports and GT's.

(5) Single Seaters and Sports Racing Cars sponsorship logos are to be on the bodywork.

3.2 Competition Numbers:

(1) Competition numbers must be in accordance with Schedule A, Part One, Article 6.2.

(2) Bonnet numbers are required for all Schedule T&C and Schedule CR cars and must be in accordance with Schedule A Part One Article 6.2 (a).

(3) If a bonnet number is not present on the car or is undersized, a windscreen number must be displayed in colour and size as in accordance with Schedule A Part One, Article 6.2 (3).

(4) Schedule K cars that retain their period correct original numbers are exempt of windscreen numbers if not applicable to the era they were raced in.

(5) Only cars with a current COD are exempt from running a windscreen number and must only race in one of the approved historic race groups. Schedule A Part One Article 6.2 will apply to all other events/groups.

3.3 Schedule K, Historic Race Cars:

(1) Original Livery pertaining to a specific historic car is encouraged and if used must be accurate in size and colour as originally displayed on that car in period. It must match the date that the car is representative of prior to the application and issue of the Certificate of Description. Competition Numbers must be representative of the livery as in period.

(2) Tobacco advertising signage in accordance with that carried during the historic group period will, however, be acceptable only on the cars which carried that very livery.

(3) Proof of livery must be included with the application of the Certificate of Description and can only be raced with either a Historic Technical Passport or a Schedule K COD.

3.4 Schedule T&C, Schedule CR and Schedule RH:

(1) All liveries must be representative of the period and era the car raced in.

(2) Modern advertising that is inappropriate for the era of the car is discouraged.

(3) Period Liveries are encouraged but should be accurate in size and colour as originally displayed.

(4) Genuine Historic Cars have priority to any specific period livery in all cases and should not be replicated if that car is still in existence in New Zealand.

Note: *Tobacco Advertising is only allowed on the original Schedule K Historic Cars that ran with the livery in period and is not permitted to be replicated on any other cars.*

APPENDIX SIX

PART FOUR – SCHEDULE K

Amendment Number	Date Published	Date Implemented	Article Number
36047	11 July 2022	11 July 2022	Article 6.6 – Fuel and Fuel Systems
36024	17 November 2020	17 November 2020	Article 4 – Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars Article 5 - Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars

Historic Racing Cars to Original Specifications

Preamble

Principles

Section One – Technical Regulations

Preamble	
Article 1	General Provisions
Article 2	Definitions and Principles
Article 3	Determination of Classification and Eligibility
Article 4	Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars
Article 5	Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars
Article 6	Technical Regulations for Single-Seater and Two-Seater Racing Cars (Including GTP Cars, Sports Cars, Sports Prototype Cars and NZ Specials)
Article 7	Technical Regulations for Thoroughbred Grand Prix Cars
Article 8	Tyres

Section Two – Crack-testing and repairs to Composite Parts

A:	Non-Destructive Testing for Structural Integrity in Thoroughbred Grand Prix Cars
B:	Detecting Damage and Subsequent Repair of Composite Structures

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Preamble: This schedule is derived from FIA Appendix K to cover the aspects of the FIA Appendix that are directly applicable to New Zealand Historic Racing.

Principles: Historic Motor Sport enables the active celebration of the History of the Motor Car.

The FIA has created the regulations in Appendix K so that Historic Cars may be used for competitions under a set of rules that preserve the specifications of their period and prevent the modifications of performance and behaviour which could arise through the application of modern technology.

Historic competition is not simply another formula in which to acquire trophies, it is a discipline apart, in which one of the essential ingredients is devotion to the cars and to their history.

Section One – Technical Regulations

1. General Provisions:

1.1 Modifications and additions: All modifications or additions to a car's period specification are forbidden unless expressly authorised by the regulations herein specific to the car's Group, or by an announcement in a MotorSport NZ Official Bulletin concerning the specific car model or components, or imposed under Schedule AA. The components of the car must retain their original function.

2. Definitions and Principles:

2.1 Interpretations:

(1) In addition to the interpretations detailed in the National Sporting Code for the purpose of this Schedule, an "International Event" is defined as an FIA sanctioned event run to the FIA regulations of the period and includes a MotorSport NZ National permit status event.

(2) "Period Specification" this means the proven configuration of the model, as it existed in the period in which it is classified.

The following evidence (given in order of priority) may be admitted to prove period specification:

(a) Original FIA homologation papers, including extensions and variations only if homologated in the period concerned.

The following points will apply only if they do not conflict with the original homologation form (except for Competition GT car bodywork).

(b) Manufacturer's specifications, including sales brochures manufacturer's handbook; manufacturer's workshop manual, manufacturer's spare parts list; all of which must have been published in period.

(c) Evidence that a manufacturer's specification was varied for an entrant in an international event, which may include addenda to original FIA Homologation papers within the period; any manufacturer's document, drawing, sketch or specification produced in period, or any magazine article produced in period (specifications in magazines and periodicals of the period must come from at least two(2) sources).

(d) Of lesser value, but for which consideration will be given in any specific query, will be books and magazine Articles written out of period by reputable authors.

All of the above must refer to the model in question.

Recent letters written by manufacturers, mechanics, engineers, designers, drivers and team members of the period may or may not be considered as period evidence.

Unless otherwise specifically authorised by these regulations, any part of a car must have identical dimensions to the original part and evidence of this must be provided.

(3) The term **"material type"** indicates the same material, but not necessarily to the same specification. Thus "aluminium" is metallurgically aluminium but may be of a different grade and contain elements not present in the original component. Exceptionally, magnesium may be replaced with aluminium. The use of carbon fibre in any application, with the exception of front seats, is forbidden.

(4) **"Local stiffening"** means the addition of material to limited areas of the basic chassis structure, but not so as to have an interacting effect, which could be considered general stiffening, and not by adding new stressed members.

(5) **"Silhouette"** means the shape of the car viewed from any direction, with the body panels in position.

2.2 Vehicle definitions and principles:

(1) **Series Production Touring Car:** This means a vehicle of a model type which must have been manufactured in a quantity of at least 1000 units in twelve(12) consecutive months, identical as far as mechanicals and bodywork are concerned. By identical is meant that the external shape and the component materials of the mechanical parts, the chassis and the body must remain unchanged.

They must be equipped with at least four(4) seats, unless the car was produced with an engine capacity below or equal to 700cc in which case the manufacturer may have delivered them as two(2) seaters.

The only preparation authorised is normal maintenance or the replacement of parts damaged through wear or accident and those modifications explicitly authorised hereafter in Article 4 of these regulations and Schedule AA.

(2) **Competition Touring Car:** This means a vehicle of limited series production periods derived from a Series Production Touring Car model type including cars homologated by the FIA in Group 2 (for period classifications M, N and P) or Group A (for period classification Q).

All Group A Competition Touring Cars shall be constructed and maintained in strict conformity with the FIA homologation papers issued for the vehicle.

Competition Touring Cars are permitted only those extensions homologated before the upper date limit of the period class and specified on their FIA Homologation Forms, as well as those modifications explicitly authorised hereafter in Section One Article 4 and Article 5 and for pre-1977 vehicles, Schedule AA.

(3) **Standard Production Sports and Grand Touring Car (GT) Car:** This means cars built in small series, which must have space for at least two(2) seats, disposed one on either side of the car's longitudinal axis, and which must comply with the regulations and highway code of the country of registration.

They must conform to a model defined in a catalogue and offered to the public by the Sales Department of the manufacturer.

At least 100 examples identical in every sense concerning bodywork and mechanical parts must have been manufactured.

All other cars must have been homologated in the GT category. Models which were also homologated by the FIA as Touring Cars will not be eligible.

GT cars are permitted only those modifications explicitly authorised hereafter in Article 5 and Schedule AA, excluding any other homologation extensions.

(4) **Competition Sports and Grand Touring (GT) Car:** This means cars which must have space for at least two(2) seats, disposed one(1) on either side of the car's longitudinal axis and must comply with the regulations and highway code of the country of registration.

The cars must be derived directly from vehicles eligible as standard Sports and GT cars, but includes modifications carried out in the period within the limits of the international rules for Grand Touring Cars in force at the time. The fundamental and general designs of the car and of the engine must remain the same as those of the corresponding series production car.

Competition GT cars are permitted only those extensions homologated before the upper date limit of the period class and specified on their FIA Homologation Forms, as well as those modifications explicitly authorised hereafter in Articles 4, 5 and Schedule AA.

(5) **Grand Touring Prototype (GTP):** This means one(1) of three(3) categories of cars which are admitted to international competition under this definition; the categorisation of GTP cars must be made on the basis of a very precise continuous history which must be submitted to the FIA through MotorSport NZ:

(a) Genuine, original examples of manufacturers' prototypes of intended future GT models (or manufacturers' development in period of one(1) of their models beyond the recognised existing GT specification), which raced internationally in the period, under FIA regulations, from 1947 to 1971 inclusive, to original specifications.

(b) Genuine, original examples of manufacturers' prototypes of intended future GT models (or manufacturers' development in period of one(1) of their models beyond the recognised existing GT specification) which raced internationally, **but under regulations different from FIA rules,** in the period from 1947 to 1971 inclusive, to original specifications.

(c) Competition Grand Touring (GTS) cars as defined in Section One Article 2.2(4), but which were built in less than 100 mechanically identical examples within the period from 1947 to 1971 inclusive. The period mechanical specification for each model must be documented and submitted for FIA approval.

(6) **Sports Racing Car:** This term also includes Sports Prototype cars and means a car of which the primary function is competition, having space for two(2) seats, disposed one(1) on either side of the car's longitudinal axis and which was built in the period to conform to the requirements of the FIA Appendix K and Appendix J regulations. Two(2) seater racing cars must comply with Section One Article 6 and for pre-1977 vehicles, Schedule AA.

(7) **Single-Seater Racing Car:** This means a car built for the sole purpose of racing and conforming to those internationally recognised regulations of the FIA or ASN which governed the category, formula and competitions in which it originally raced in its present configuration.

Single-seater racing cars must comply with Section One, Article 6 and for pre-1977 vehicles Schedule AA.

(8) Thoroughbred Grand Prix Car: This means a single seater racing car built to the appropriate Formula One regulations that took effect on 1st January 1966 and as in force in the year of the car's manufacture or participation in International competition.

In order to participate in races, a Thoroughbred Grand Prix car may:

(a) Only be powered by a normally aspirated engine not exceeding 3000cc or a turbocharged engine not exceeding 1500cc, and

(b) Have been entered and successfully scrutineered at an International Formula One event, for which period evidence exists, not later than 31st December 1985, or evidence must be produced that it was manufactured in the period by the Grand Prix Team concerned and used by it as a test car.

Cars with 3500cc normally aspirated, or gas turbine engines are acceptable for parades and demonstrations only.

All Thoroughbred Grand Prix Cars must comply with Section One, Article 7 hereafter.

(9)

(a) **Historic Special:** This means a car built for racing events during a Period (A to E included) which has no competition history in an International Formula, but which has competed at a National level and has significant history in period at that level of competition. The car must comply with Schedule AA and may only be a single seater or two(2) seater (sports racing) car. The Historic and Classic Advisory Commission must verify the Certificate of Description before being issued.

(b) **NZ Specials:** This means a car built for racing events between 1 January 1961 to 31 December 1977 which has a competition history in New Zealand during that period. The car must comply with Schedule AA and may only be a single seater or two(2) seater (sports racing) car.

The Historic and Classic Advisory Commission must verify the Certificate of Description before being issued.

(10) NZ Historic Racing Saloon: This means a car built for competition in one of the following New Zealand series between 1 January 1950 and 31 December 1992;

Allcomers, OSCA, Bank of New South Wales, ANZ, GTX, Benson and Hedges or one of the Sanctioned Series of that period. The car must comply with the regulations that were applicable for the series it represents and the current Appendix Two Schedule A Driver and Vehicle Safety regulations.

3. Determination of Classification and Eligibility:

3.1 **Classification**: A car will be classified by the actual year of completion of manufacture of that vehicle. The acceptance of out of period cars by the issue of a Certificate of Description:

(1) Production of the model having been continuous.

(2) The model being now obsolete, and the specification being identical to those produced in the final eligible year.

Note: *The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.*

3.2 Eligibility:

(1) The specifications used to determine the eligibility of a car must be based upon the general specification published by the manufacturer. Additional factors which may be taken into account in the determination of the date of manufacture of a car will include any technical documentation supplied by the manufacturer's registration number and/or documents relative to the vehicle information available from manufacturer or specialist club archives concerning chassis and engine numbers and other such information from sources which the Historic and Classic Advisory Commission approves.

(2) Exceptions may be made for single-seater and two(2) seater racing cars if period evidence proves that alternative components to the manufacturer's specification were used in that particular car in an FIA-sanctioned International or New Zealand National event in the period. The individual car concerned will then be considered eligible in its approved modified specification only and will be re-classified if necessary.

(3) Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of

Description or in the MotorSport NZ vehicle logbook notation. Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

4. Modifications Authorised for Series Production Touring Cars, Standard Production Sports and Grand Touring Cars

4.1 Replacements and modifications: Except for what is otherwise explicitly authorised, any part damaged through wear or accident may only be replaced by a part which is identical in specification to (exactly the same as) the one for which it is substituted. No other modifications are permitted.

4.2 Electrical devices:

(1) Lighting (public road use): All lighting and signalling devices shall conform to the current Warrant of Fitness regulations as issued by the New Zealand Transport Agency (NZTA).

The fitting of additional headlights is permitted up to an inclusive total of six(6), not including parking lights.

Extra headlights may, if necessary, be fitted into the front part of the bodywork or into the radiator grille, but such openings as are needed in this case must be completely filled by the additional headlights.

Freedom is granted with regard to the frontal glass, the reflector and the bulbs.

The fitting of reversing lights is authorised, if necessary by recessing into the coachwork, but provided they will only switch on whilst the reverse gear is engaged. They must conform to the Warrant of Fitness regulations.

(2) Ignition coil, condenser and distributor: Makes are free on condition that the number of plugs per cylinder, the ignition coil, condenser, distributor and spark plug types conform to the manufacturer's specification for the model concerned. The addition of an electronic system is not permitted.

(3) Battery and generator: The battery voltage of all electrical devices may be converted from six(6) to twelve(12) volts.

The type, make and capacity in ampere-hours of the battery and generator are free. A dynamo may not be changed for an alternator.

The original location of the battery may not be changed except to move it from the cockpit to another compartment for safety reasons.

If the battery is retained in the cockpit it must be securely fixed and have an insulated, leak proof cover.
The generator must generate output and be on load when the engine is running.

(4) Computer Systems: Computer systems, where originally installed by the manufacturer may be replaced with a unit that has the same functionality as the original unit as authorised in the relevant sections below.

4.3 Suspension Front and Rear:

(1) Shock absorbers: The make of shock absorbers is free but the number fitted and principle of operation may not be modified from the period specification (telescopic or lever type, hydraulic, gas-filled hydraulic or friction operated) and the operating systems must have been in use on

automobiles in the period.

(2) **Supports:** The original supports may not be changed in any way.

4.4 **Wheels and Tyres:**

(1) **Wheels**: Wheels must conform in specification to those provided by the manufacturer for the model concerned. They are defined by their diameter, the width of their rim and the offset. However, wheels of 400mm diameter may be replaced by wheels of 15inch diameter and rims less than 4inches wide may be replaced by rims up to 4inches wide, only for events where Dunlop racing tyres are required.

(2) **Tyres:** Must comply with Section One Article 8.

(3) The location of the spare wheel may not be altered but the method of attachment is free.

4.5 **Cockpit:** Seat brackets may be altered, and competition seats substituted.

4.6 **Engine and accessories:**

(1) **Re-boring:** All engines may be re-bored to a maximum oversize of 1.5mm.

(2) **Pistons and Camshafts**: Modifications to pistons are not permitted. Pistons may be replaced by other pistons supplied either by, the manufacturer, or by another source, on condition that they correspond to the period specification (shape, weight).

(3) **Camshaft(s):** These must not be altered or replaced by other ones.

(4) **Valves:** The valve length must not be modified.

(5) **Balancing**: This is authorised but the lightening of each part to achieve balancing must be less than 5%.

(6) **Air filter:** May be changed or removed.

(7) **Carburettors:** Only the jets and chokes of the carburettor(s) may be changed, the make and type homologated and the manufacturer's specification must be retained.

(8) **Crankshaft:** The crankshaft may be replaced by a component manufactured from an alternative ferrous material, provided that it is identical in design and in all of its dimensions to the original component. The original main bearing caps, or reproduction caps manufactured to the same pattern and from the same material as the originals, must be retained.

(9) **Engine Control Units:** Engine control units, where fitted by the original manufacturer may be replaced with an aftermarket ECU that has the same functionality as the original.

4.7 **Cooling system:**

(1) **Radiator:** Any radiator provided by the manufacturer for the model concerned is authorised but its attachment system must not be modified in any way and its position must not be changed. The addition of a radiator screen whether fixed or mobile, regardless of its system of control, is authorised. Heater radiators can be removed but their location cannot be changed. The location of water pipes is free.

(2) **Fan:** Complete freedom regarding the number and the dimensions of the blades (or their complete removal) as well as the possibility of temporarily stopping their action by means of a clutch.

It is permitted to replace the original fan with an electrical one.

(3) Thermostat: The make and type of thermostat are free.

4.8 **Springs of any kind:** Springs may be replaced by other ones of unrestricted origin, but without modification of the number provided by the manufacturer and on condition that they are identical in specification (dimensions, materials and rate) to the period specification ones they replace. The number of coils/leaves is free. By the word "coil" is meant one(1) complete turn of a spiral, not a complete spring. Road springs however may be modified in dimension, on condition that they can be fitted, without any alteration, on the original supports.

4.9 **Transmission/Gearbox and Final Drive:** A maximum of two(2) sets of alternative gearbox ratios and final drive ratios, listed in the manufacturer's specification in Group 1 or A/N for Series Production Touring Cars and in Group 3 for Standard Grand Touring Cars, may be used.

Gearboxes in which gear selection is made with dog clutches are not permitted.

The fitting of an overdrive system in addition to the existing gearbox is authorised if it conforms to the period specification.

4.10 **Brakes:** A pressure-limiting device between the front and rear brakes may only be fitted if it is included in the period specification. Flexible armoured casing may protect brake pipes. The replacement of worn linings is authorised and the material of the brake linings is free, only normal maintenance machining is allowed.

If servo-assistance was normally provided it must not be disconnected.

4.11 **Wheelbase, track, ground clearance:**

(1) **Wheelbase and Track:** Wheelbase and Track must be identical, at all times when measured during an event, to the homologated dimensions or, if the model was not homologated, to the manufacturer's original specification.

(2) **Ground clearance:** All parts of the sprung mass of the car must have a minimum ground clearance of 100mm, such that a block of 800mm x 800mm x 100mm may be passed underneath the car from any side, at any time during an event.

4.12 **Weight:** At all times during an event, the vehicle weight must not be less than the FIA homologated minimum weight or, if the model was not homologated, the weight listed in the period specification.

4.13 **Bumpers:**

(1) Cars competing in international rallies must be fitted with bumpers to the period specification of the model unless either;

(a) The model was homologated in period without bumpers, or;

(b) The actual chassis concerned competed in events run to FIA regulations in the period without bumpers.

(2) For all other events, the supplementary regulations may require the removal of bumpers (including their supports) unless they constitute an integral part of the bodywork. But the minimum weight of the vehicle must still be respected.

4.14 **Spare wheels:** Spare wheels may be removed from cars on condition that the minimum homologated weight of the vehicle is respected at all times when checked.

4.15 **Supplementary accessories not included in the homologation:**

(1) Supplementary accessories not included in the period specification or in the Homologation Form are authorised without restriction provided that they do not influence the behaviour of the car and do not affect, even indirectly, the performance of the engine, the steering, the transmission, the road holding or the braking. Such accessories are those concerning the aesthetics, the interior comfort (lighting, heating, radio etc.) and those enabling easier or safer driving of the car (speed-pilot, windscreen washer etc.).

(2) The silhouette of the car, as defined in Section One Article 2.1(5), must not be modified.

(3) The position of the steering wheel (whether right hand or left hand drive) is optional so long as the model was offered by a manufacturer in that specification.

(4) The following is authorised:

(a) The horn may be changed or supplemented with an additional unit and modified for operation by the passenger.

(b) The windscreen may be replaced by one of the same material incorporating a heater-defroster device.

(c) The heater may be replaced by an alternative unit, listed in the manufacturer's catalogue.

(d) External coachwork embellishments may be removed (with the exception of the radiator grill and those surrounding the headlights) provided that no exposed sharp edges result.

(e) The original speedometer may be replaced by an alternative provided that the replacement fits exactly into the same housing. Supplementary instruments are allowed.

(f) An electric water thermometer may be replaced by one of capillary type and a standard manometer replaced by a more accurate one.

(g) The jacking points may be strengthened, their location may be changed or extra ones added.

(h) Bumper over riders may be removed but bumpers must be in position (unless removed in accordance with Section One Article 4.13).

(i) The glove box and door pockets may only be modified so as to enlarge them.

(j) When the regulations of an event allow the fitting of an under shield, the brake and fuel lines may be protected.

(k) The location and appearance of registration number plates are free, only within the legal requirements of the car's country of ownership.

(l) An alternative steering wheel may be fitted.

(m) Extra relays and switches may be added to the electrical circuit and battery cables may be lengthened.

(n) All electrical switches may be freely changed with regard to their purpose, location and, in the case of extra accessories, their number.

(o) Wheel embellishers may be removed and wheels balanced.

(p) Nuts and bolts may be exchanged and/or locked with pins or wire.

(q) Headlight covers may be fitted provided that they do not influence the aerodynamics of the car.

(r) The handbrake may be modified for instantaneous release ("fly off" action).

(s) Any demountable hardtop from the period of the class, as supplied either by the vehicle manufacturer or by an outside supplier.

5. Modifications Authorised for Competition Touring Cars and Competition Sports and Grand Touring Cars:

5.1 **Replacements and modifications:** Except for what is explicitly authorised in Section One Article 4 of this Schedule no other modifications or replacements are permitted.

5.2 **Chassis:** Must follow the original design and dimensions but may employ local stiffening.

5.3 **Suspension Front and Rear:**

(1) **Anti-roll bar:** The fitting of an anti-roll bar is authorised, on condition that it does not constitute an additional wheel location device. The anti-roll bar must not be adjustable and must be of one(1) piece construction from a solid bar. Rose joints may be used provided this does not affect the geometry of the suspension.

(2) **Shock absorbers:** Adjustable shock absorbers of the same type as the period specification ones are permitted.

(3) **Adjustable spring platforms and ride height adjustors:** These are forbidden unless a period specification for that model allows such equipment in which case the same means of adjustment shall be used.

(4) **Suspension bracing/reinforcement bars or struts and anti-tramp bars:** These are forbidden unless a period specification for that model allows such equipment.

5.4 **Springs of any kind: Springs** may be replaced by other ones of unrestricted origin, but without modification of the number in the period specification, on condition that they can be fitted without any alteration of the original supports. The number of coils/leaves is free but road springs must be constant rate unless variable rate springs were the period specification. By the word "coil" is meant one(1) complete turn of a spiral, not a complete spring.

5.5 **Generator and ignition:** The replacement of the dynamo with an alternator to a specification available in the period, of equivalent or greater output is permitted but the system and method of driving the generator must be unchanged. Toothed pulleys are not permitted.

Spark plugs of smaller diameter than the standard specification may be used with appropriate adaptors, if period evidence of their use exists.

5.6 **Engine:**

(1) **Reboring:** The maximum reboring tolerance is 1.5mm.

(2) **Cylinder head and block:** The compression ratio may be modified by machining the block or cylinder head and/or by omitting the gasket or using a gasket of different thickness.

(3) **Pistons and Camshaft(s):** Pistons, camshafts and valve springs may be altered or alterative pistons, camshafts and valve springs of different specification or manufacture may be used, provided that the number employed does not exceed that of the homologated engine.

(4) **Balancing:** Balancing of all mechanical parts, as well as machining and polishing, is authorised, but the adding of material is not permitted.

(5) **Crankshaft:** The crankshaft may be replaced by a component manufactured from an alternative ferrous material, provided that it is identical in design and in all of its dimensions to the original component. The original main bearing caps, or reproduction caps manufactured to the same pattern and from the same material as the originals, must be retained.

5.7 **Oil system:** An oil filter and/or oil cooler, for engine oil only, may be added when the period specification has none, or an existing one may be altered. Oil coolers must be contained within the periphery of the bodywork as viewed from above.

Fixed or mobile sump baffles and gates are permitted.

5.8 **Exhaust system:** The exhaust manifold must remain identical to the original but the silencer and exhaust pipe are free.

The resultant noise level must remain within the limits specified in Appendix Two Schedule A of this Manual.

The orifices of the exhaust pipes shall be placed at not more than 45cm but not less than 10cm from the ground. The exit of the exhaust pipe must be situated within the perimeter of the car and less than 10cm from this perimeter, and aft of the vertical plane passing through the centre of the wheelbase; the exit may be outside the perimeter only if a period specification for the model.

Moreover, adequate protection must be provided in order to prevent heated pipes from causing burns.

The exhaust system must not be a provisional one. Exhaust gas may exit only at the end of the system. Parts of the chassis must not be used to evacuate exhaust gases.

5.9 **Fuel System:** Electrical fuel pump(s) may be substituted for a mechanical unit(s) and vice-versa and the number and/or location may be changed.

ECU systems, where originally installed by the manufacturer may be replaced with an aftermarket unit that has the same functionality as the original.

Any fuel tank may be used provided that it complies with Schedule A, or Schedule AA for pre-1978 vehicles and does not exceed the originally homologated or specified capacity, and is in the original location or in the boot. The location of fuel pipes is free.

5.10 **Carburettor:** Carburettors may be replaced with carburettors of a size different from that specified on the homologation form for the model concerned if:

(1) The make and all details of design and operational principles remain identical to those of the carburettor(s) in the period specification for the model concerned (number of chokes, jets, throttles, pumps, etc.) and,

(2) The carburettor(s) can be fitted directly on to the inlet manifold using the original attachment bolts or studs and holes and without any intermediary piece.

5.11 Transmission:

(1) **Gearbox:** Only a gearbox (manual or automatic) and the ratios therein which are in the period specification may be used. Helical-cut pinions may be replaced with straight-cut ones.

(2) **Final Drive:** Only the ratios, which are in the period specification, may be used.

(3) **Differential:** A limited slip differential of a type conforming to a period specification for that model may be used.

(4) Electronic Stability Control systems, where originally installed by the Manufacturer may be removed or replaced with an aftermarket system that has the same functionality as the original.

5.12 Wheels and Tyres:

(1) **Wheels:** Must be of a type homologated or to a specification available in the period.

The wheels may be reinforced, which may entail a modification of the attachment system provided such an attachment system was used in period for that model.

Competition Touring Cars and Competition Sports and Grand Touring Cars of periods L and M may be equipped with “Minilite”-style alloy wheels to the original wheel dimensions, on condition that no alternative period specification lightweight wheel is available.

The maximum allowed track widths must be respected.

(2) Tyres: Must comply with Section One Article 8

5.13 **Brakes:** The braking system must be entirely to period specification, with the exception of the following:

(1) The braking system may be converted to dual circuit operation using a single master cylinder providing simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.

(2) A servo-assisted system may be fitted or disconnected.

(3) Pressure limiting devices must not be fitted to the hydraulic braking system unless a period specification.

(4) Any device allowing the balancing of braking effort between front and rear wheels must not be operable by the driver whilst seated in the driving seat.

(5) Brake discs must not be modified.

(6) The friction material and method of attachment are free but the dimensions of the frictional surfaces must remain as shown on the homologation form.

(7) ABS systems where originally fitted by the Manufacturer may be removed or replaced with an aftermarket system that has the same functionality as the original.

5.14 Cockpit:

(1) Windscreens must be of laminated glass unless a waiver for the use of an alternative material has been obtained for the specific car.

(2) Rear windows, door windows and quarter lights must be of safety glass or a rigid transparent material at least five(5)mm thick (FAA type material, e.g. Lexan is recommended).

(3) Vertically opening side-windows may be replaced by horizontally sliding ones, but the original opening mechanism must be retained.

(4) Front seats may be changed; passenger seats and squabs may be removed.

(5) Floor and roof trim may be removed, door trim may be replaced.

(6) Controls and their functions must remain those of the manufacturer's specification but it is permissible to modify them to make them easier to use within the limits of lowering the steering column, lengthening the hand brake, re-locating it within the cockpit, converting it to a "fly off" action and modifying pedal lengths and position.

5.15 **Under shield:** The addition of a protective device for the underside of the car is permitted if such a device is shown on the original Homologation Form or is authorised in the Standing or Supplementary Regulations of the Event.

5.16 **Aerodynamic Aids:** Are not permitted.

5.17 **Ballast:** The weight of the car may be made up with ballast, provided that it consists of strong, unitary blocks, fixed by means of tools to the floor of the cockpit, visible and sealed by the scrutineers. A spare wheel securely fixed may be used as ballast.

5.18 **Bodywork:** For Competition Grand Touring cars only, it is permitted to include the bodywork modifications carried out in the period, within the limits of the international rules for Grand Touring cars in force at the time, as stated in Section One Article 2.2(4).

Therefore, for the establishment of the "period specification" with regard to GTS cars' bodywork only, Section One Article 2.1(2)(a) will not exclude the application of Section One Article 2.1(2), (b) (c) (d), on condition that the bodywork is in conformity with a COMPLETE configuration used on the model concerned, in an international competition run to FIA regulations in the period.

If modifications to the homologated bodywork have been made, this must be declared in the car's history on the Certificate of Description, with the date, description and justification of the modifications.

Retractable headlights must be as original, with the full mechanism in place.

6. Technical Regulations for Single-Seater and Two-Seater Racing Cars (Including GTP Cars, Sports Cars, Sports Prototype Cars and NZ Specials):

6.1 General:

(1) An individual car (chassis/body) must not be converted with a different engine into a car of a different category or class from that in which it competed in period (except as allowed in Section One Article 3).

(2) Replacement parts for, and modifications to, these cars are limited to period specification except where required by Schedule AA, or listed below.

6.2 **Chassis:** Must follow the original design and dimensions but may employ local stiffening. New stressed members must not be added unless this was a period specification.

The points to which suspension elements are attached to the chassis frame must not differ in

dimension or position from the period specification.

6.3 Suspension Front and Rear:

(1) The system of suspension (spring type and location of wheels or axles) must not be altered nor must any additional location or springing medium be added unless this was a period specification.

(2) Anti-roll bars and telescopic shock absorbers are only permitted if included in the period specification. Anti-roll bars must be made from a solid bar for cars up to Period D inclusive; Cars of Period E, F and G may use tubular anti-roll bars if proven to be a period specification for the model.

(3) Aluminium bodied and/or gas filled telescopic dampers may only be fitted to cars in Periods E, F, G and H, or to cars whose period specification allows them.

(4) Adjustable spring platforms may be used on all cars of which the period specification included concentric coil spring/shock absorber units. By the word “coil” is meant one(1) complete turn of a spiral, **not** a complete spring.

(5) On Period C, D, E, F, G, H, R and T cars suspension joints may be replaced by non-original parts provided that this does not result in a change in the dimensions.

(6) Rose joints may only be used if a period specification. Rose joints may be used on anti-roll bars on Period D and R cars providing that the geometry of the suspension is not affected.

(7) Beam and live axles should be of original design but any substitution must use the same mounting points and shock absorbers and follow the original shape.

6.4 Engine:

(1) The bore of the engine must not be increased by more than 5% for cars of Periods A and B, or by more than 1.2mm for cars of Period C and onwards, compared to the period specification and providing that the resultant capacity does not exceed the original capacity class of the period.

The stroke may not be altered from a dimension shown in a period specification.

(2) Crankshafts, connecting rods, pistons and bearings may be of larger dimensions than the period specification, within the limits of the crankcase. They must be made from the same material type. The method of construction is free.

(3) Neither the number of valve ports, nor the valve length, may exceed the manufacturer’s specification unless period evidence of their use is provided.

(4) Cylinder head conversions may be used if period evidence of their use is provided.

6.5 Ignition:

(1) Electronic ignition may only be used if a period specification and only on Period D, E, F, G, H, R and T cars.

(2) For cars in Period D only, electronic ignition systems may be used, provided they utilise contact breaker points or are magnetically coupled, and use a distributor and rotor arm to switch the high tension current.

(3) For cars in Periods E, F, G, H, R and T electronic ignition systems are free, if included in the period specification. An electronic rev limiter may be used.

6.6 Fuel and fuel Systems:

(1) Single Seaters may use alcohol-based fuels so long as documented evidence of FIA sanction and period usage is provided. Cars must also comply with the requirements of Appendix Six, Schedule AA, Article 3.9.

(2) Mechanical fuel pumps may be replaced by electrical pumps, or vice-versa.

(3) Carburettors, which are identical to a factory option for the model, are permitted.

Alternative carburettors from the same or an earlier period may be used, but only if the alternative components are of the same number and general type and principle of operation as those originally fitted.

(4) Cars with fuel injection may be converted to carburettors of the same period, or carburettors to fuel injection.

6.7 Lubrication: It is permitted to change the system of engine lubrication (for example from wet sump to dry sump), if a period specification and subject to this being allowed for the Category of the car (not allowed for F.Junior pre-1961).

The number and type of oil pumps used and the length of oil piping must conform to the period specification.

Engine oil coolers may be fitted but must be positioned so as not to change the silhouette.

6.8 Gearbox: Automatic transmissions, overdrives and additional forward speeds are not accepted, unless they were a period specification.

The fitting of Cotal electric, Wilson epicyclic, or four(4) speed gearboxes to a car in Period A not so equipped originally, will be sufficient reason for classifying the car as Period B for FIA events.

Gearboxes manufactured in the period of Period C must not be fitted to cars manufactured in earlier periods.

When an alternative gearbox is fitted, only a gearbox of the same or an earlier period will be permitted. Rear-engined cars in Period D, E, F, G and H may utilise the Hewland Mk8 gearbox provided that the replacement gearbox has the same number of forward speeds.

6.9 Final Drive: Limited slip differentials may only be fitted if a period specification. Cars so fitted up to and including Period F may only use Salisbury friction or ZF cam type limited slip devices. Limited slip differentials may not be used on cars of F.Junior 1958-63 or F3 1964-70.

6.10 Brakes: Brake components must be entirely to period specification except for the following:

(1) Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.

(2) Disc brakes (similarly ventilated discs and four(4) pot callipers) are only permitted if a period specification.

(3) Hydraulic braking systems may be converted to dual circuit operation, which provides simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.

(4) The installation of an air box around disc brakes for cooling purposes is permitted.

(5) Hydraulic fluid lines may be replaced with “Aeroquip” type piping.

6.11 Steering: An alternative steering wheel of different diameter and style may be fitted.

6.12 Wheels and Tyres:

(1) Wheels:

(a) Periods A, B and C inclusive: the minimum diameter permitted is 15inches unless it can be proven that a smaller size was used in the period. Maximum rim width must be according to the period specification. If no period specification exists, then MotorSport NZ will specify the dimension.

Split-rim wheels are forbidden unless proven to be a specification available in the period.

(b) Periods E, F, G, H, R and T rim widths are free subject to the original regulations of the Category. In Periods E, F and H, wheels with rim widths narrower than period specification may be used.

The maximum rim width permitted in Formula Junior is 5inches (127mm) for Period C cars and 6.5inches (165mm) for Period D cars.

(2) Tyres: Must comply with Section One Article 8.

6.13 Body: The car must retain its original silhouette of the period in which it originally competed and show no additional air ducts, scoops or blisters. The addition of a rollover bar is not considered to be a change to the silhouette.

Replacement body panels must faithfully follow the original design constructed in the period for that original chassis.

Replacement panels must be made of the original material type. However, for Periods A and B, a period style body made of the original material type is permitted providing that the chassis dimensions (wheelbase, track and chassis members) conform to those of an accredited model of the period, and that MotorSport NZ informs the FIA in each case, with photographs showing both side views, front view, rear view and interior.

6.14 Aerodynamic Aids: May only be fitted to cars in Period E onwards and only if a period specification.

Dimensions may be reduced to current standards for safety reasons, particularly if the originals are now illegal.

Cars originally fitted with aerodynamic aids may compete without them.

6.15 Electrical system: Alternators may only be fitted if a period specification.

The voltage of the battery and of all electrical devices may be converted from six(6) to twelve(12) volts. The type, make and capacity in ampere-hours of the battery is free. The original location of the battery may be changed. If the battery is retained in the cockpit it must be securely fixed and have an insulated, leak proof cover.

6.16 Wheelbase, track, ground clearance:

(1) The wheelbase may not vary by more than 1.1% (maximum 25.4mm) from the period specification.

(2) For vehicles of Periods A, B, C and D, all parts of the sprung mass of the car must have a minimum ground clearance of 60mm such that a block of 800mm x 800mm x 60mm may be inserted beneath the car from any side. The ground clearance will be measured without the driver and, if necessary, with empty fuel tanks, but with the wheels and tyres to be used in the competition fitted.

(3) For all cars of Period E and onwards, the period specification must be respected.

(4) The track must not vary from the period specification.

6.17 **Weight:** The minimum weight for a car must conform to the original regulations for the car's category.

Note: *For GTP-A and GTP-B cars, the FIA minimum limits will apply.*

7. Technical Regulations for Thoroughbred Grand Prix Cars:

7.1 **Chassis:** The chassis must conform to the design and construction of the original. Additional material may be added to repair composite chassis, but professional inspection techniques must be employed for any such chassis and certification of such inspections must be affixed to the FIA Historic Vehicle Identity Form. No other alteration may be made to the chassis, and all safety requirements for the period of the car's participation in international competitions (hereafter: "international life") must be present.

7.2 **Front and rear suspension:** The suspension must conform to a manufacturer's specification or a system for which period evidence exists.

Springs must be of constant rate unless period evidence is produced to show the use of variable rate springs.

Cars originally fitted with active suspension systems may be converted back to a non-active system used in period on that model.

7.3 **Engine:** The engine fitted must be of the same make and model and type fitted conforming to a manufacturer's specification or for which period evidence exists. The engine categories are as follows:

(1) Normally aspirated engines not exceeding 3000cc.

(2) Post 1985 Turbocharged engines not exceeding 1500cc (FOR PARADES AND DEMONSTRATIONS ONLY).

(3) Normally aspirated engines not exceeding 3500cc (FOR PARADES AND DEMONSTRATIONS ONLY).

(4) Gas turbine engines (FOR PARADES AND DEMONSTRATIONS ONLY).

Engines, which were less than the upper capacity limit in period, may not be enlarged beyond the swept volume employed during the car's international life.

Cars originally fitted with DFV engines may utilise DFV-derived engines built to current F3000 specifications and output. These engines must be restricted to a maximum of 9000rpm and details of the change must be entered on the FIA Historic Vehicle Identity Form.

The FIA Historic Vehicle Identity Form for the cars in (2) (3) (4) above must be endorsed on the front page: FOR PARADES AND DEMONSTRATIONS ONLY.

7.4 **Ignition:** The ignition system must be of a type used during the car's international life. Cars using management systems may use re-programmed EPROM's.

Cars originally fitted with DFV engines may be fitted with later electronic engine management systems but, if so, must be fitted with an electronic device limiting the engine to 9000rpm maximum. Details of this must be entered in the car's FIA Historic Vehicle Identity Form.

An electronic rev limiting device may be fitted to any car.

7.5 **Lubrication:** The position of oil coolers may be changed but must not alter the silhouette of the car. A catch tank of 3000cc capacity must be fitted.

7.6 **Fuel System:** Fuel tanks must comply with the safety standards specified in FIA Appendix J of their period of construction.

Fuel tanks may be upgraded to the safety standards specified in FIA Appendix J, Article 253.14.

Carburettors may be substituted for fuel injection.

Cars originally fitted with DFV engines, which are updated to electronic fuel injection, and engine management systems (see Section One Article 7.4 above) must be fitted with an electronic device limiting the engine to 9000rpm. Details of this must be entered in the car's FIA Historic Vehicle Identity Form.

7.7 **Gearbox:** Cars originally fitted with semi-automatic transmissions may be converted to a manual gearbox of a type fitted to a car of the same model.

7.8 **Final Drive:** The final drive must conform to a manufacturer's specification or be of a type for which period evidence exists.

7.9 **Brakes:** Only cars which are used for Parades and Demonstrations may use carbon-carbon brakes. Cars originally fitted with carbon-carbon brakes may be converted to iron/steel discs with contemporary callipers and conventional pads.

7.10 **Wheels:** Wheels must be of the original diameter used during the car's international life. Rim widths must not be increased but may be decreased in order to accommodate available tyres. It is recommended that wheels are crack-tested regularly.

7.11 **Tyres**: Must comply with Section One Article 8.2.

7.12 **Body:** The car's bodywork must be of a design used on that car during its active international life.

The bodywork may display livery used on the car during its active international life.

Fire extinguisher systems of a type used during the car's international life must be fitted and be operable.

Fire extinguisher systems may be supplemented to the standards of FIA Appendix J, Article 253.7.

7.13 **Aerodynamic Aids:** Aerodynamic devices may only be fitted to the car if the car used such devices during its international life.

The devices used must conform in design, positioning and dimensions to those used during the car's international life. No aerodynamic device, which was fitted to unsprung parts of the car and/or was

adjustable from the cockpit, is permitted. Cars that originally ran with aerodynamic devices may be run without.

Cars built using ground effects principles must have any sliding skirts removed or immobilised in a position such that they cannot make contact with the ground at any time.

Any device fitted to the car to lower its ground clearance whilst in motion must be disabled.

7.14 **Lighting:** A rearward facing red light conforming to FIA Appendix K, appendix X, Article 17 must be fitted.

7.15 **Wheelbase, Track and Weight Dimensions:** The wheelbase must not vary by more than 1.1% (maximum 25.4mm) from a dimension for which period evidence exists. The track must not be superior to a dimension for which period evidence exists.

The weight of the car, when weighed without fuel but with oil, shall not be less than the minimum weight specified for the car in the Technical Regulations for the FIA Formula One World Championship for the year in which the car originally competed. All suspended parts of the car shall clear a block 40mm in height.

8. Tyres:

8.1 **General:** Tyre compound and construction must respect the specifications that were applicable to the period the vehicle represents. Chassis and suspension componentry were designed to accept the loads and forces induced by the tyres of any given period. To install a tyre of improved technology could impose loadings that exceed the chassis and suspension design parameters.

Tyre sizes are free as long as the other relevant regulations, (rims, mudguards), are respected.

8.2 **Race tyre for circuit racing and speed events:**

Important Notice: MotorSport NZ will consider applications for tyres not already included in this Article upon receipt of full compound, tread pattern and construction specifications along with a statement from the tyre manufacturer (or importer) that the tyre presented for consideration does not exceed the specifications of the tyres already approved.

- **CARS IN PERIOD A, B and C** – must use Dunlop Vintage or "L" Section racing tyres which have 204 compound only and tread pattern CR65 or earlier.

- **CARS IN PERIODS D, F, L, M and N** – may use racing tyres from the Dunlop Vintage "L" and "M" Section and post Historic Ranges in 204 compound, or Goodyear "Blue Streak" racing tyres.

- **CARS IN PERIOD E and G** – shall use Avon, Goodyear or Hoosier slick tyres as detailed in Article 6.12(1)(a) for A and B period cars. Cars built prior to 31 December 1971 may use tyres from the Dunlop Post Historic Range. Wet weather tyres are free.

- **CARS IN PERIOD H** – Formula Ford's must use Dunlop CR82, Fronts – 135/545-13, rears – 165/580-13, alternatively cars may use Dunlop "M" Section tyres.

Formula Vee's must use a road tyre *(refer Section One* Article 8.3 *of this Schedule).*

8.3 **Road Tyres:** All cars may, as an alternative to using period racing tyres, use tyres suitable for legal road use. (i.e. DOT approved road tyres having 2mm minimum tread depth across 75% of the width of the tyre and around the entire circumference of the tyre. Aspect ratio is restricted to 60% minimum. (The tread pattern should be in keeping with the period the vehicle represents.)

Any road tyre used in a race or speed event must have a speed rating compatible to the capability of the car.

8.4 **Tyre Compatibility:** It is the competitor's responsibility to ensure that any tyre fitted is compatible with the rim section of the wheel and does not exceed the original design loadings for suspension or chassis.

Notes:
1. *This is particularly important when modern tyres or tyres of a larger size, are to be used.*
2. *In all cases of doubt the tyre manufacturer should be consulted.*

Section Two – Crack-testing and repairs to Composite Parts

A. Non-Destructive Testing for Structural Integrity in Thoroughbred Grand Prix Cars:

1. The following items of a Thoroughbred Grand Prix Car must be checked for structural integrity by a non-destructive test:

(1) Road wheels constructed from or containing magnesium parts.

(2) Road wheels constructed from **cast** aluminium (NB spun or machined aluminium parts or components are exempted).

(3) Suspension wishbones, rockers and push/pull rods.

(4) Steering arms.

(5) Wheel hubs.

(6) Suspension uprights, whether cast or fabricated.

2. All of the above components must be tested using a method of crack detection appropriate to the material and type of construction of the component in question. Each component must be identified by having the type and chassis number of the corresponding vehicle indelibly etched or marked on it: chassis no/part identification/part no. The following method of identifying the components must be used.

Wishbone	left front	= WLF
Rocker arm	left front	= RLF
Wishbone	right front	= WRF
Rocker arm	right front	= RRF
Wishbone	left rear	= WLR
Rocker arm	left rear	= RLR
Wishbone	right rear	= WRR
Rocker arm (specify upper or lower)	right rear	= RRR
Push/pull rod	left front	= PLF
Upright	left front	= ULF
Push/pull rod	right front	= PRF
Upright	right front	= URF
Push/pull rod	left rear	= PLR
Upright	left rear	= ULR
Push/pull rod	right rear	= PRR
Upright	right rear	= URR
Hub	left front	= HLF
Hub	right front	= HRF
Hub	left rear	= HLR
Hub	right rear	= HRR
Steering arm	left	= SAL
Steering arm	right	= SAR
Wheel	front	= WHF
Wheel	rear	= WHR

3. The company or establishment responsible for verifying the structural integrity of components must furnish the vehicle owner with a certificate or letter on official headed notepaper (photocopies are not acceptable) certifying that they have tested the components listed upon the certificate. The parts fitted on the vehicle must at all times correspond to those listed on the certificate. The certificate or letter should bear the name and signature of the inspector and the date upon which the inspection was carried out. Spare components intended for use on the vehicle must also be inspected accordingly and should be detailed on the certificate.

4. The certificate will be valid for a period of two(2) years from the date of testing.

5. **New components:** components declared and certified as new by the manufacturer will be exempted from testing for a period of two(2) years from the stated date of manufacture except in the case of magnesium road wheels which will be exempt for a period of three(3) years from the date of manufacture.

6. The test certificate/manufacturer's declaration must be appended to the Historic Vehicle Identity Form.

7. It is strongly recommended that similar inspections should be carried out on components that are vital to the integrity of the car but which may not be contained in the list above.

8. The tests must be carried out according to the following standards:

- BSI, DIN, ISO, ASTME
- Penetration Flaw Detection
- BS 6443 and BSM 39, DIN 54152-1, ISO 3452
- Magnetic Particle Flaw Detection
- BSM 34, ASTME 709
- X-Ray Flaw Detection
- BS 6072 and BSM 35, DIN 54111-1, DIN 54111-2, ISO 5579.

B. **Detecting Damage and Subsequent Repair of Composite Structures:**

1. Any repairs to the survival cell or nose box must be carried out in accordance with the manufacturer's specifications, in a repair facility approved by the manufacturer. If this is not possible, all repairs must be carried out in accordance with the following in a facility approved by the FIA.

There are four(4) types of damage that can be effectively repaired:

(1) Indentation causing deformation to both skins. Repairs can generally be economically considered up to 250cm2 of any one(1) area.

(2) Penetration through the outer skin causing deformation of inner core. Repairs can generally be economically considered up to 20% of the total area of the monocoque.

(3) Areas of delamination. Repairs can generally be economically considered up to 20% of the total area of the monocoque.

(4) Penetration through the entire sandwich structure. Repairs can be satisfactorily carried out up to 125cm2 of any one(1) damaged area.

2. **Testing composite structures:**

(1) In the absence of ultra-sonic testing equipment a simple coin test will suffice.

(2) Check for delamination around periphery of the damaged area by tapping skin with a small metallic object such as a small coin.

Note: *There is a hollow sound from a delaminated area compared to a ringing-solid sound from non-damaged area.*

3. **Repair procedures:**

(1) Examine the damaged area.

(2) Remove the damaged skin by making a hole, as circular as possible without cutting away an excessive amount of sound material, and cut out the damaged honeycomb core down to the other skin. If both skins are damaged, select the one with the largest area of damage.

(3) Sand out a circular or oval dish-shaped area of face laminate, with a uniform taper around the damaged or removed area, to approximately 10cm from the edge of the area.

(4) Wash out any dirt or sanding dust with acetone or similar.

(5) Trim the honeycomb and make a plug which will fit into the prepared cavity. Place adhesive film or resin mixture on sound skin at base of cavity and a foaming paste around its periphery. Take the plug and insert it into the cavity pressing hard enough to squeeze resin into the honeycomb core.

(6) Cut replacement plies to the shape of the area making each bigger than the previous one until the final ply is approximately 10cm bigger around the circumference of the repair area.

(7) Place release film and bleed cloth over the new laminate and put tacky tape around the repaired area, cover with a vacuum membrane and evacuate. Maintain a minimum of 500mm of mercury vacuum during the cure cycle.

4. Cure Cycle:

(1) The cure cycle is based on which materials are being used.

(2) Successful repairs can be carried out cold if the repair is not greater than 50cm2 in any one(1) area. Hot cures can be placed in an oven or can be carried out using a heat patch.

(3) The procedures described can also be used in a suspension mounting area.

(4) If only delamination has occurred, a number of three(3) mm diameter holes can be drilled around the delaminated area and then one injected with a two part cold set epoxy resin adhesive until the adhesive is evident in all holes. The holes must then be covered with release tape for the duration of the cure.

APPENDIX SIX

PART FIVE - SCHEDULE T&C

Amendment Number	Date Published	Date Implemented	Article Number
36040	5 November 2021	5 November 2021	Article 4 – Crew Article 6 – Conduct of the Meeting
36024	17 November 2020	17 November 2020	Article 3 – Group 1, Group 2, Group 3, Group 4

Modified Classic Racing Cars

Objectives	
Article 1	Identity Classification
Article 2	Interpretations and Definitions
Article 3	Group 1 – Sports and GT Cars up to 31 December 1977. and, Group 2 – Production Saloon Cars up to 31 December 1977: Group 3 – Sports and GT Cars Post 31 December 1977 and over twenty(20) years old Group 4 – Production Saloon Cars Post 31 December 1977 and over twenty(20) years old

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Thoroughbred & Classic Car Regulations

These rules apply to all saloons, sports and GT with a minimum production run of one hundred(100) identical units and covers cars over twenty(20) years old and not covered by Appendix Six Schedule K or FIA Appendix K.

Objectives: This Schedule is designed to provide a set of regulations for the use of period production based Sports, Grand Touring, and Saloon Cars in sporting competition while maintaining the philosophy of the Historic and Classic movement.

Where appropriate, the regulations have been formulated to preserve period specifications by preventing the application of technology that was unavailable for the period depicted.

These regulations define the ONLY ALLOWABLE changes in each vehicle raced, which differ from the standard model variant the vehicle represents.

1. Identity Classification:

1.1 Refer to Part Three of this Appendix for details on the Certificate of Description and for details on vehicle classification.

Note: *The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.*

1.2 The date assigned to a vehicle by a COD or from corroborated information supplied by the competitor, representing the vehicle's owner, will be the actual year of commencement of manufacture of that model.

1.3 Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of Description.

Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ.

2. Interpretations and Definitions: In addition to the interpretations detailed in the National Sporting Code Article 2 and in Section One Article 2.1 of Schedule K, the following apply to this schedule;

Note: *These definitions are to be read in conjunction with these rules.*

"Appearance suitable" means appropriate to or available in the period or era that the car depicts, and

"Era" means the years (period) during which a vehicle model and/or its components were used actively in motorsport competition, and

"Exterior Trim" means all ornamentation, often chrome or contrasting colour, which may include bumpers, over-riders, grills, light surrounds, strips and badges as standard fitment, and

"Grand Touring" or **"GT"** means a performance derived two(2) door closed vehicle with two(2) seats or 2+2 seating, and

"Homologation" is the term given to the official certification made by the FIA that a specified minimum number of a specific model and associated homologated parts have been made on series production terms, and

"Interior Trim" includes, but not limited to, the door and panel trims, parcel shelf, rear seat, dash, upholstery, knobs and ceiling trim, but excludes flooring vinyl, carpets, and original

fitment front seats. Floor coverings and ceiling trim, are non-critical items, and

"Make" means the part(s) produced within that manufacturer's model range during the production life of that model or model variant. A change in model is determined by a change in model number/classification instigated by the manufacturer, and

"Model" means the vehicles and components thereof produced within a single model number or classification within the manufacturers model range, and

"Period" means the era (years) during which a vehicle model and/or its components were first used actively in Motorsport Competition, and

"Period Variations" means variations carried out on that vehicle model, that were variations available in the era during which a vehicle model and/or its components were first used actively in motorsport competition, and

"Saloon" means a two(2) or four(4) door vehicle not falling into either the Sports or GT categories including the convertible variations of same, and

"Sports Car" means a two(2) seat open vehicle and the fixed head variations of the same, and

"Standard" means a vehicle identifiable as belonging to a production series, with a minimum model run of 100 identical units, distinguishable by external general lines of the bodywork and identical mechanical construction of the engine, transmission and suspension to the wheels, and

"Standard Material Type" means of the same construction and composition as available on the standard model, and

Note: *An application can be made to the Historic Advisory Commission via it's Chairperson, when the applicant deems that are particular part of interior or exterior trim is no longer available, or viable to be used in competition. The Commission will review the application and accompanying proof of reason and will determine if derogation is granted. This will then be noted in the vehicle's COD. Note that the vehicle must have a COD (Certificate of Description).*

(1) All other modifications are strictly prohibited except as specified elsewhere in this Schedule.

(2) All other modifications (including period, homologated) are strictly prohibited except as specified elsewhere in this Schedule.

3.0	Group 1: Sports and GT Cars up to 31 December 1977	Group 2: Production Saloon Cars up to 31 December 1977	Group 3: Sports and GT Cars Post 31 December 1977 and over twenty(20) years old	Group 4: Production Saloon Cars Post 31 December 1977 and over twenty(20) years old
Important Notes:	*The following regulations have been formulated to preserve period specifications by preventing the application of technology that is inappropriate for the period depicted. (Refer Article 2. Interpretations and Definitions). The objectives stated at the start of this Schedule should be considered in relation with all of the following Articles.* ***Note:*** *Each Article is numbered on the left side of the table. Regulations pertaining to specific Groups can be found by reading across the page below the Group heading.*			
3.1 Eligibility	**(1)** A vehicle may be modified to utilize the period variations within the manufacturer's model body shell. Minor alterations to facilitate fitment of safety items is allowed. The boot floor may be replaced with a rigid material (from period) and modified, to allow fitment of a fuel cell.			
	(3) The onus of providing proof of eligibility remains the responsibility of the competitor. **Note:** *It is the responsibility of the competitor to be able to show conclusively that the vehicle contains only specifications of its original build and modifications that pertain to that particular model in the manufacturer's range.*		**(3)** The onus of providing proof of eligibility remains the responsibility of the competitor.	
	(4) Scrutineering audits: These will be conducted to the requirements of Appendix Six Schedule AA or Appendix Two Schedule A where appropriate and accompanied by a valid COD.			
3.2 Exterior	The vehicle shall be smartly maintained and have all exterior trim in place. It must retain bumpers if originally fitted. All panels, bumpers, mouldings, spoilers etc. must be made of the original materials as per the STANDARD series Production vehicle. eg; steel panels must be retained if originally fitted. Period modifications are permissible. **(1)** Only rear wings (aerofoil) which were available for the car in period may be fitted. These must be made of materials from that period. ie; no Kevlar. **(2)** Any/all modifications must be in period *(refer definitions)*.			
3.3 Interior	**(1)** Floor coverings and ceiling trim may be removed. **(2)** Front seats may be replaced with recognised competition seats. **(3)** Seatbelts must comply with Appendix Two Schedule A or Appendix Six Schedule AA as appropriate for competition. **(4)** Solid wood-rimmed steering wheels are prohibited, even when they are original fitment. The steering wheel may be replaced with a sports or competition wheel.			
	(5) Any non-visible devices such as heater and fan may be removed or substituted.		No modification from standard permissible **Note:** *refer to "Interior Trim" above.*	
	(6) Interior/Door panels must be retained. ie; no open and uncovered door frame cavities or between door and frame. Minor interior items such as door storage pockets and under dash trays may be removed.			
	(7) If roll over protection is fitted, the headlining may be removed and the original dashboard modified to permit ease of installation of the roll structure.			

3.4 Glazing	Fitting of a laminated windscreen is strongly recommended. All other glazing may be substituted with alternative transparent material, but original fixing medium must be used including operating mechanisms. All glazing must to be a minimum of 5mm 4.5mm thick and in compliance with Appendix Two Schedule A.	No modification from standard permissible.
3.5 Chassis	(1) The standard chassis must retain full structural integrity, i.e. removal of any material or component which was originally designed as load-bearing is strictly prohibited. (2) Addition of stiffening material and components is permitted. (3) Transmission tunnels and inner guards to remain as standard. Tunnels may be modified for shifter/lever clearance only. Shifter must retain original position.	No modification from standard permissible
3.6 Engine	(1) Cylinder head(s) and block may be changed to one of the same make and model range and must be visually standard and be of standard material. (2) All other componentry is free providing the original OE dimensions are respected. Turbo and supercharging are only allowed if standard, in which case the standard turbo(s) and/or supercharger must be retained. (3) Computerised engine management systems are prohibited unless standard fitment. (4) Over boring of cylinder blocks to maximum of 0.060″ is permitted. Removal of material from rotating or reciprocating parts for the purpose of balancing is permitted. Cylinder heads may be ported and polished.	Over boring of cylinder blocks to a maximum of +1.5mm (0.060”) and removal of material from rotating or reciprocating parts for the purpose of balancing is permitted. Cylinder heads may be ported and polished. Electronic engine management systems are permitted if originally fitted to the vehicle. Replacement systems are permitted providing they have the same functionality as the original.
3.7 Exhaust	The exhaust system is free provided that the maximum permitted decibel limit as specified in Appendix Two Schedule A is not exceeded.	
3.8 Clutch, Gearbox, Overdrive (If any)	(1) Clutch and flywheel can be replaced. Gearbox and overdrive may be changed to another that was available in the same period (preferably from the same manufacturer) as the car depicts and must have the same number of forward ratios as standard. (2) If an overdrive was originally fitted this may be included as one(1) extra gear ratio.	No modification from standard permissible.

	(3) Gear ratios may be substituted; sequential shift mechanisms are prohibited except where standard.	
3.9 Differential	May be changed provided the type of suspension is not affected. Ratios may be changed. Limited slip and locked differentials are permitted.	No modification from standard permissible.
3.10 Suspension	Original period componentry must be retained but may be modified, providing it still performs its original function. Additional components may be fitted as required providing in all cases the standard type of suspension and chassis mounting points (in their original position) are retained and used for their primary function.	(1) The make, rate and dimensions of springs, shock absorbers and sway bars are free. (2) Sway bars may be modified to allow adjustment of rate. (3) Bushing material is free provided the original suspension arm requires no modification when fitting the bushing.
3.11 Brakes	Brakes must be to period specification, and all disc and drum friction surfaces must be made from ferrous material. Monobloc and radial brakes are specifically not allowed. Cooling ducts may be fitted. Brake friction linings are free.	The friction material of brake shoes, brake pads and clutch drive plates are free (refer to definitions). ABS braking system may be used.
3.12 Wheels	Wheels must fit within the bodywork and they have a period appearance suitable for that model. A maximum of one inch(1")(25mm) larger diameter from the standard wheel size used by the vehicle manufacturer in the period the car depicts may be used. No wheel to be larger than 15″.	Wheels must fit within the bodywork. Standard wheels or wheels homologated in period are permitted.
3.13 Tyres Applicable to Group 1 and 2 only.	Only radical tyres with a road legal tread in New Zealand may be used (ie. road tyres having 1.5mm minimum tread depth across 75% of the width of the tyre and around the entire circumference). Aspect ratio for radical tyres is restricted to 50% minimum. The use of semi-slick tyres with only radial grooves is specifically prohibited. Alternative tread patterned Bias cross ply tyres conforming with the above tread depth and circumference specifications are approved. **Note:** *1. Examples of Bias tyres are Dunlop CR65 or Hoosier Vintage or TDR treaded tyres.* *2. Not all DOT rated tyres are road legal.*	Only tyres applicable to the period of the vehicle and suitable for legal road use may be used. The aspect ratio shall be in accordance with and have an appearance appropriate to the period the car depicts.

APPENDIX SIX

PART SIX - SCHEDULE CR

Amendment Number	Date Published	Date Implemented	Article Number

REPLICA & RETROSPECTIVE SPECIALS

Objectives

Article 1	Identity Classification
Article 2	Interpretations and Definitions
Article 3	Vehicle Construction

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Retrospective Specials and Replica Regulations

Objectives: This Schedule is designed to provide a set of regulations for the use of period based retrospective specials or replicas constructed to create a vehicle similar to (in the case of retrospective specials) or in as close as possible to authenticity (in the case of replicas) of historic, classic or thoroughbred vehicles that participated in motorsport events in years past.

1. Identity classification:

1.1 Refer to Part Three of this Appendix for details on the Certificate of Description and for details on vehicle classification.

Note: The onus of proof relating to the appropriate vehicle Certificate of Description classification rests entirely with the competitor.

1.2 The date assigned to a vehicle by a COD or from corroborated information supplied by the competitor representing the vehicle's owner shall be determined first by the age of the engine (year when that particular model and specification of engine cylinder block and cylinder head assembly commenced), or if the technology of other performance enhancing parts of the car, such as the design of the chassis, suspension or wheel and tyre assembly is of a later period, then that later period shall be used in determining the group classification.

1.3 Once classified, cars may only be re-classified by order of MotorSport NZ. It is the entrant's responsibility to prove the eligibility of a car's specifications as entered on the Certificate of Description.

Any appeal or enquiry regarding classification status shall be referred to MotorSport NZ**.**

2. Interpretations and Definitions: In addition to the interpretations detailed in the National Sporting Code Article 2, Schedule K Section One Article 2.1 and Schedule T&C Article 2, the following apply to this schedule;

"Group Classification" or **"Period Specification"** means the proven configuration of the model, as it existed in the period in which it is classified. (Refer Schedule K Section One Article 2.1 for a detailed interpretation and definition), and

"Retrospective Special" means a car built for racing events which by its design, silhouette and manufacture has created a vehicle that could have been first manufactured in a previous era. The car must comply with Article 3 of this Schedule, and

"Replica" means a car built with the intention of replicating a vehicle that existed in any one of the period classifications. The car must comply with the applicable Articles of Schedule K as if it was an original historic vehicle.

3. Vehicle Construction:

3.1 Eligibility:

(1) Retrospective Specials or Replicas shall be issued with; A Certificate of Description that establishes an era (Period Grouping) as to when a vehicle of the type it represents could have been first constructed.

(2) Group classification shall be determined first by the age of the engine (year when that particular model and specification of engine cylinder block and cylinder head assembly commenced), or if the technology of other performance enhancing parts of the car, such as the design of the chassis, suspension or wheel and tyre assembly is of a later period, then that later period shall be used in determining the group classification.

(3) Replacement parts for, and modifications to, these cars are limited to period specification except where required by;

(a) Schedule A, or

(b) For pre 1978 period classification vehicles Schedule AA, or

(c) This Article.

(4) The onus of providing proof of eligibility remains the responsibility of the competitor.

(5) **Scrutineering Audits:** These will be conducted to the requirements of Appendix Two Schedule A or Schedule AA for pre 1978 period classification vehicles.

3.2 **Chassis:** The chassis must be of a type used during or prior to the period of classification claimed. New stressed members must not be added unless this was a period specification.

3.3 **Suspension Front and Rear:**

(1) The springing medium and wheel location must be of a design used during or prior to the period of classification claimed.

(2) Anti-roll bars and telescopic shock absorbers are only permitted if they are of a type available in the period specification claimed. Aluminium bodied and/or gas filled telescopic shock absorbers may only be fitted to cars of a type whose period specification allows them.

(3) Adjustable spring platforms may be used on all cars of a type which the period specification included concentric coil spring/shock absorber units. By the word “coil” is meant one(1) complete turn of a spiral, not a complete spring.

(4) Rose joints may only be used if of a type available in the period specification claimed. Rose joints may be used on anti-roll bars providing that the geometry of the suspension is not affected.

(5) Beam and live axles should be of design or type available in the period of classification claimed.

3.4 **Engine:**

(1) The bore of the engine must not be increased by more than 1.2mm compared to the period specification claimed and providing that the resultant capacity does not exceed the original capacity class of the period.

The stroke may not be altered from a dimension shown in a period specification.

(2) Crankshafts, connecting rods, pistons and bearings may be of larger dimensions than the period specification, within the limits of the crankcase. They must be made from the same material type. The method of construction is free.

(3) Neither the number of valve ports, nor the valve length, may exceed the engine manufacturer’s specification unless period evidence of their use is provided.

(4) Cylinder head conversions may be used if period evidence of their use is provided.

3.5 **Ignition:** The ignition system must have been manufactured during or prior to the period of classification. Substitution of mechanical to electronic ignition or vice versa is not permitted unless evidence is produced to indicate that it was permitted with that particular model of engine in the

period of classification.

3.6 Fuel and fuel Systems:

(1) Mechanical fuel pumps may be replaced by electrical pumps, or vice-versa.

(2) Carburettors, which are identical to a factory option for the engine model, are permitted.

Alternative carburettors from the same or an earlier period may be used, but only if the alternative components are of the same number and general type and principle of operation as those originally fitted.

(3) Cars with fuel injection may be converted to carburettors of the same period.

Fuel injection and/or supercharging may only be used on an individual car that used it in the period and only the original system may be used.

3.7 Lubrication: It is permitted to change the system of engine lubrication (for example from wet sump to dry sump), if the period specification claimed allows.
The number and type of oil pumps used and the length of oil piping must conform to the period specification.

Engine oil coolers may be fitted but must be positioned so as not to change the silhouette of the vehicle bodywork from that style representative of the period classification claimed.

3.8 Gearbox:

(1) Automatic transmissions, overdrives and additional forward speeds are not accepted, unless they were available in the period specification claimed.

(2) When an alternative gearbox is fitted, only a gearbox of the same or an earlier period will be permitted.

(3) Rear-engine cars may utilise the Hewland Mk8 gearbox provided that the replacement gearbox has the same number of forward speeds to that available in the period classification claimed**.**

3.9 Final Drive: Limited slip differentials may only be fitted if available in the period specification claimed. Cars so fitted may only use Salisbury friction or ZF cam type limited slip devices.

3.10 Brakes: Brake components must be entirely to the period specification claimed except forthe following;

(1) Conversion to a different mechanical system or hydraulic operation is permitted if a period specification.

(2) Disc brakes (similarly ventilated discs and four(4) pot callipers) are only permitted if a period specification. However if disc brakes are substituted for drums on what is otherwise an earlier period vehicle then the vehicle will assume the classification period that pertains to the period of the disc brakes used.

(3) Hydraulic braking systems may be converted to dual circuit operation, which provides simultaneous operation on all four(4) wheels via two(2) distinct hydraulic circuits.

(4) The installation of an air box around disc brakes for cooling purposes is permitted.

(5) Hydraulic fluid lines may be replaced with “Aeroquip” type piping.

3.11 **Steering:** A steering wheel of different diameter and style to period specification claimed may be fitted.

3.12 **Wheels and Tyres:**

(1) **Wheels:** The wheel diameter and rim width must be of a size available during the period of classification.

For open sports racing cars the wheel and tyre assembly shall be contained within the bodywork.

(2) **Tyres:** These are restricted to a tyre of a type approved by MotorSport NZ for the period of classification that reflects the era of the vehicle design as identified on the vehicle's Certificate of Description.

Note: *Refer Schedule K Section One Article 8 for further information on approved tyres.*

3.13 **Body:** The bodywork including aerodynamic aids shall be of a style consistent with the period of classification. Material shall be free except that the type of material must be that which was commonly used during or prior to the period of classification.

3.14 **Electrical system:** Alternators may only be fitted if a period specification.

3.15 The voltage of the battery and of all electrical devices may be converted from six(6) to twelve(12) volts. The type, make and capacity in ampere-hours of the battery is free. If the battery is placed in the cockpit it must be securely fixed and have an insulated, leak proof cover.

3.16 **Wheelbase, track, ground clearance:** All parts of the sprung mass of the car must have a minimum ground clearance of 60mm such that a block of 800mm x 800mm x 60mm may be inserted beneath the car from any side. The ground clearance will be measured without the driver and, if necessary, with empty fuel tanks, but with the wheels and tyres to be used in the competition fitted.

3.17 **Weight:** The vehicles minimum weight will be specified by MotorSport NZ at the time of the issue of a Certificate of Description or in the MotorSport NZ vehicle logbook notation.

APPENDIX SIX

PART SEVEN - SCHEDULE AA

Amendment Number	Date Published	Date Implemented	Article Number

Safety And Construction Requirements for Pre-1978 Schedules K, T&C and CR.

Section One

Objectives

Article 1 Introduction

Article 2 Interpretations

Article 3 General

Article 4 Safety Critical Items

Article 5 Safety Non Critical Items

Article 6 Non Safety Items

Article 7 Rally Vehicles – Additional Requirements

Article 8 Use of Motorsport Vehicles on Public Roads

Section Two

Article 1 Application Process for a LVV / MotorSport Authority Card

Article 2 Renewal Process for a LVV / MotorSport Authority Card

Article 3 Fuel Specification Chart

Article 4 Standards Labels

Article 5 Safety Structures (Roll Protection)

Article 6 Homologation Application Process for Safety Rollbars and Safety Cages

Article 7 First Aid Kit Contents

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Section One

1. Introduction:

1.1 **Purpose:** The intention of Schedule AA is to provide (where applicable) certain alternative standards to those imposed under Appendix Two Schedule A (Driver and Vehicle Safety Schedule) for vehicles contesting Historic Competitions under Appendix Six of the NSC. This is to recognise the importance and to preserve the heritage of vehicles classified under this branch of the sport. Schedule AA also provides for potential difficulties in applying more modern standards to these older vehicles.

The Historic Advisory Commission is charged, on an annual basis, to review these alternative standards to ensure they maintain and provide for the needs of the Organiser and Competitor alike.

1.2 **Scope and Use of this Schedule:** Schedule AA is applicable to all vehicles of Pre-1978 vintage, prepared to Schedule K, T&C or CR regulations that have been issued with a COD. The COD will identify the year the vehicle represents.

The specifications contained in this Schedule AA are the minimum required and it shall be read and used in conjunction with Appendix Two Schedule A. Therefore unless a particular item is specifically covered in this Schedule AA then the requirements of Schedule A will apply.

1.3 **Class Specifications and Supplementary Regulations:** These may impose alternative or additional requirements to those contained in this Schedule. Where this Schedule conflicts with Class Specifications or Supplementary Regulations, the Class Specifications and/or Supplementary Regulations take precedence provided MotorSport NZ has approved them.

An example of an alternative requirement may be the application of the FIA Appendix K regulations for an International permitted event.

2. **Interpretations**: Terms that are specific to this Schedule are defined here. For further definitions refer to Appendix Two Schedule A, Part One Article 2 and the National Sporting Code Article 2(1).

"Homologated (safety structure)" means a safety rollbar or safety cage that has been certified under Appendix Two Schedule A to a prescribed technical specification and a certificate has been issued by MotorSport NZ (ASN), and;

"Approved (safety structure)" means a safety rollbar or safety cage the design of which has been judged as being fit-for-purpose relative to the age / design of vehicle and an approval certificate has been issued by MotorSport NZ (ASN), and;

"Run-On model" means a vehicle that was in production before 31 December 1960 but the car presented is of the same model, but an example from after 1960. The vehicle must retain its original powertrain, appearance and mechanical systems (eg: brakes) as it was sold when new.

3. General:

3.1 **Safety Audits:** The prescriptions of Appendix Two Schedule A Part One Article 3.1 apply equally to this schedule including the ability to perform Remote Safety Audits.

Vehicles will be checked to ensure that the requirements of Appendix Two Schedule A, this Schedule and other relevant Schedules to the National Sporting Code are complied with.

3.2 **Impounding of Safety Items:** Refer to Appendix Two Schedule A.

3.3 **Documentation Label:** Refer to Appendix Two Schedule A.

3.4 **MotorSport NZ vehicle Logbook:** Refer to Appendix Two Schedule A.

3.5 **Equivalence Factors:** Refer to Appendix Two Schedule A.

3.6 **Dangerous Construction and Condition:** Refer to Appendix Two Schedule A.

3.7 **Sealing of Components:** Not applicable under this Schedule unless detailed otherwise in the Class Specifications or Event Supplementary Regulations.

3.8 **Noise Level:** Refer to Appendix Two Schedule A unless specifically covered in the Event Supplementary Regulations.

3.9 **Fuel:** Refer to Appendix Two Schedule A, except:

(1) For Schedule K vehicles with documented evidence of FIA sanction and period usage the use alcohol or alcohol blends is authorised provided:

(a) This is clearly indicated, marked by a white or dazzle coloured ring around the fuel filler cap that has the word 'Alcohol' or 'Methanol' within the ring (refer diagram).

(2) For all Schedule K, T & C or CR vehicles additives for the sole purpose of lead replacement are permitted.

4. Safety Critical Items:

4.1 **Protective Helmets:** Refer Appendix Two Schedule A, except:

(1) Competitors in open vehicles without a full height windscreen (over the occupant's head measured vertically), the use of closed-face helmets is not considered mandatory, although is highly recommended.

4.2 **Forward Head Restraints (FHR):** Refer Appendix Two Schedule A.

4.3 **Protective Clothing:** Refer Appendix Two Schedule A.

4.4 **Safety Harness:** Refer Appendix Two Schedule A, except:

(1) For pre 31 December 1960 Schedule K vehicles; the use of safety harnesses is not considered mandatory, and

(2) For such vehicles the use of a lap belt (two(2) strap restraint) is permitted.

(3) Specifically pre 31 December 1960 Single Seater and Sports Racing Cars with an upright (not reclined) driving position the use of a four(4) strap safety harnesses is permitted.

Notes:
1. *In all cases the harness manufacturers fitting instructions must be followed.*
2. *Despite a safety harness not being mandatory, a harness complying with Appendix Two, Schedule A requirements is strongly recommended for all Schedule K vehicles, particularly those fitted with a safety (roll over) bar.*

4.5 **Window Nets and Driver Nets:** Refer to Appendix Two Schedule A.

4.6 **Safety Structures (roll protection):** A Safety Rollbar or Safety Cage shall be installed according to Chart 4.6(3) below.

(1) Safety structures shall be "homologated" under Appendix Two Schedule A or "Approved" under the prescriptions of this Schedule, except single seater and sports racing cars with a MotorSport NZ vehicle logbook issued before 1 September 2010 and Schedule K Period Classifications A, B, C, and S vehicles constructed pre 31 December 1960 competing in Race or ClubSport events:

If the above Period Classification vehicles were originally fitted with a rollbar or safety cage, the current rollbar or safety cage must meet or exceed the specification used on the vehicle when it was used in competition in its period. Despite roll protection not being mandatory for the above Period Classification vehicles, complying roll protection for all vehicles is strongly recommended.

(a) Wherever possible the design prescriptions of Appendix Two Schedule A should be used, although an alternative design as per Section One Article 4.6(2)(a)(ii) may be "Approved" under this Schedule.

(b) A Homologation or Approval certificate shall be contained within the vehicle's logbook. Application details are available from the MotorSport NZ office.

(c) Modification of Homologated or Approved safety structures shall invalidate the certification. It is imperative that guidance be sought from the MotorSport NZ office before proceeding with any alterations.

(2) **Design criteria:** Safety structures shall meet the following requirements;

(a) **Design:** The safety rollbar or safety cage design shall comply with either;

(i) All of the requirements detailed in Appendix Two Schedule A, Part One Article 4.6, or

(ii) Be of a free design considered appropriate to the vehicles age and type of construction, that affords adequate protection to the occupants and prevents significant deformation in the case of a collision or rollover situation, and that has been approved by a MotorSport NZ Technical Advisor in consultation with the Historic Advisory Commission Chairman, details are available from the MotorSport NZ office.

(b) **Materials:** only circular section steel tube respecting the strength requirements of Appendix Two, Schedule A Part Two, Article 5.2 is authorised.

(c) for **Open Vehicles**: it is strongly recommended that the height of the main rollbar is at least 50mm above the top of the helmet of the normally seated vehicle occupant. (refer diagram – Appendix Two, Schedule A Part Two, Article 5.1)

(d) for **Closed Vehicles**: the safety structure design must not unduly impede the entry or exit, or access to, the occupant(s) of the vehicle.

(e) **Liquids:** shall not pass through any tubing of the roll protection.

(f) **Protective padding:** Refer Appendix Two Schedule A.

(3) **Safety Structure Chart Requirements Chart 4.6(3)**

EVENT TYPE (and vehicle exclusions)	VEHICLE TYPE	SAFETY CAGE	SAFETY ROLLBAR
RACE Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S. Including Run-on models from this date *(refer* Note 5*)*.	All Open Vehicles, and Closed Vehicles (not road registered)	Optional	Mandatory
	Closed Vehicles (road registered) *(Refer* Note 1*)*	Optional	Optional (but recommended)
	All Vehicles exceeding 1600cc capacity competing in a Sanctioned Series	Optional	Mandatory
RALLY	All Vehicles	Refer Appendix Two, Schedule A	
CLUBSPORT ADVANCED Except for Schedule K vehicles constructed pre 31 December 1960 of period classification A, B, C, and S.	All Open Vehicles	Optional *(Refer* note 2*)*	Mandatory
	All Closed Vehicles	Optional *(Refer* note 2*)*	Optional (but recommended)
CLUBSPORT BASIC	All Vehicles	Optional	Optional
	Road registered vehicles with current registration and Warrant of Fitness may utilise non-homologated safety structures.		

Notes:
1. *For road registered vehicles where a Safety Cage is fitted, the structure must be homologated under Appendix Two, Schedule A in order to obtain a MotorSport/LVV Authority Card which is required to obtain a WOF. For road registered vehicles where solely a rollbar is fitted an Authority Card is not normally required in order to obtain a WOF. (Refer Appendix Two Schedule A).*
2*. Unless specified otherwise within Appendix Five Schedule C, ClubSport Advanced Status Events.*
3. *A homologated Safety Cage is mandatory when carrying a passenger.*
4. *Safety structures are highly recommended for all speed related Events.*
5. *Examples of "Run-On models" include MGA 1955-1962, Daimler Dart SP250 1959-1964 and Porsche 356 1949-1964.*

4.7 **Seating:** Refer to Appendix Two Schedule A.

4.8 **Fire Extinguishers:** Refer to Appendix Two Schedule A.

4.9 **Wheels and Tyres:** Refer to Appendix Two Schedule A, except:

(1) Steel wheels may be modified in accordance with MotorSport NZ guidelines available on request from the MotorSport NZ office.

4.10 **Brake System:** Refer to Appendix Two Schedule A, except:

(1) For pre 31 December 1960 vehicles constructed solely for competition use, a hand brake is not considered mandatory.

4.11 **Steering and Suspension Systems:** Refer to Appendix Two Schedule A, except:

(1) Solid wood rimmed or laminated wood rimmed steering wheel shall not be used except where originally fitted.

4.12 Fuel Tanks, Fillers, Lines and Pumps: Refer to Appendix Two Schedule A, except:

(1) Standard fuel tanks or professionally constructed replacement tanks are accepted.

(2) Safety [bag] tanks are not subject to any expiry imposed under an international standard although it is paramount that such tanks are inspected on a regular basis to ensure their performance is not compromised.

(3) For Schedule K Single-seaters of Periods A, B, C and D, all tanks, fillers and pumps should be isolated from the cockpit although this is not obligatory where the installation of a fireproof bulkhead is impractical due to the original design of the vehicle.

Note: *In all cases it is highly recommended that fuel tanks be internally baffled and contain safety foam (ideally to MIL-B-83054B specification) or 'Explosafe' aluminium foil.*

5. Safety Non Critical Items:

5.1 Engine, Transmission and Accessories: Refer to Appendix Two Schedule A except;

(1) For Schedule K vehicles the requirement for a starter motor is not considered mandatory where this component was not an original fitment / specification.

(2) For Schedule K vehicles the requirement for a reverse gear is not considered mandatory where this component was not an original fitment / specification.

5.2 **Electrical System:** Refer to Appendix Two Schedule A.

5.3 **Service Fluid Lines:** Refer to Appendix Two Schedule A.

5.4 **Ignition Switch / Circuit Breaker:** Refer to Appendix Two Schedule A.

5.5 **Batteries:** Refer to Appendix Two Schedule A.

5.6 **Lighting Systems:** Refer to Appendix Two Schedule A.

5.7 **Wiring:** Refer to Appendix Two Schedule A.

5.8 **Chassis, Bodyshell and Exterior:** Refer to Appendix Two Schedule A, except:

(1) For Schedule K vehicles where mechanical components pass through the bulkhead the mandatory requirement of a sealed bulkhead is removed.

5.9 **Engine Bonnets / Covers:** Refer to Appendix Two Schedule A, except:

(1) For Schedule K vehicles with rear mounted engines, complete (engine) covers are recommended although are not considered mandatory. Where fitted they shall incorporate positive retaining fasteners.

5.10 **Doors:** Refer to Appendix Two Schedule A, except:

(1) For Schedule K vehicles of Period U.

5.11 **Windows:** Refer to Appendix Two Schedule A, except:

(1) For Schedule K Open vehicles, as an alternative to a full height windscreen a wind deflector may be fitted being a device intended to divert wind, liquid and/or foreign matter over the driver.

5.12 Rear Vision Mirrors: Refer to Appendix Two Schedule A, except:

(1) For Schedule K vehicles, the reflective surface dimensions are not controlled.

5.13 Aerodynamic Devices: Refer to Appendix Two Schedule A.

5.14 Vehicle Cockpit: Refer to Appendix Two Schedule A.

5.15 Towing Eyes: Refer to Appendix Two Schedule A.

6. Non Safety Items:

6.1 Ballast: Refer to Appendix Two Schedule A.

6.2 Competition Numbers: Refer to Appendix Two Schedule A, except where detailed otherwise in the Event Supplementary Regulations.

6.3 Radio Transmitters: Refer to Appendix Two Schedule A.

7. Rally Vehicles: Refer to Appendix Two Schedule A, as there are no alternative standards prescribed under this Schedule for vehicles used in rally events.

8. Use of Motorsport Vehicles on Public Roads: Refer to Appendix Two Schedule A.

Section Two

1. Application Process for a LVV / MotorSport Authority Card: Refer to Appendix Two Schedule A.

2. Renewal Process for a LVV / MotorSport Authority Card: Refer to Appendix Two Schedule A.

3. Fuel Specification Chart: Refer to Appendix Two Schedule A.

4. Standards Labels: Refer to Appendix Two Schedule A.

5. Safety Structures (Roll Protection): Refer to Appendix Two Schedule A.

6. Homologation Application Process for Safety Rollbars and Safety Cages: Refer to Appendix Two Schedule A.

7. First Aid Kit Contents: Refer to Appendix Two Schedule A.

APPENDIX SIX

PART EIGHT - SCHEDULE RH

Amendment Number	Date Published	Date Implemented	Article Number

Historic Rally Cars to Original Specifications

Section One

Preamble	
Article 1	General Conditions
Article 2	Definitions
Article 3	Eligible Vehicles
Article 4	Category Two Permitted Modifications
Article 5	Minimum Weight

Note: *Amendments will be visually highlighted for a duration of 12 months starting from the implementation of each amendment. Text changes made for grammatical and/or formatting purposes will not be subject to highlighting.*

Technical Regulations for Historic Rally Cars

Preamble: Schedule RH is the technical specification schedule for NZ Historic or Classic Rally cars.

The purpose of this category of rallying is to emulate, as far as possible, the rallying of vehicles built before 1 January 1987 ("the Period") which competed in the New Zealand Rally Championship. Vehicles of that period largely comprised of FIA Groups 1 to 4, with the addition of Group Pacific, which allowed non homologated cars such as the Holden XU1 to be built to a similar level of modification as a Group 4 car. The Group B "supercars" contested the latter part of this period. Group B cars were banned from WRC competition after 1986.

The philosophy reflected in these regulations is that cars shall look and perform much as they did in the period, whilst allowing sufficient freedoms as to recognise the current age of the series production vehicle and the inability to source some original components.

1. **General Conditions:** The only allowable modifications to the Series Production Vehicle are those described hereinafter. All vehicles are required to comply with the provisions of Schedule A with respect to rallies.

Proof of all "Period Modifications" must be provided and all parts must have been available in the "Period" or "homologated" in the "Period" and detailed in the appropriate FIA papers or detailed on the MotorSport NZ Certificate of Description.

2. **Definitions:**

"COD" means the Certificate of Description as described in Part Three of Appendix Six.

"Electronic" means controlled by an ECU (Electronic Control Unit) utilising data gained from sensors electronically measuring the values of engine input and output functions.

"HTP" means an FIA Historic Technical Passport.

"Homologated" means a technical specification including all components, put forward by the manufacturer of an individual vehicle model as approved on a descriptive form issued by the FIA. (Refer to FIA Appendix J Article 251-2.1.8.)

"Make" means the part(s) produced within that manufacturer's model range. A change in model is determined by a change in model number/classification instigated by the manufacturer. The use of pattern parts is permitted.

"OE" means Original Equipment parts as supplied and/or fitted by the original vehicle manufacturer.

"Pattern part(s)" means a component manufactured to replicate function and purpose of an Original Equipment part and to fit without modification.

"Period Modification" means any component which was homologated by any manufacturer for any vehicle of the Period and modified as authorised by the regulations of the Period.

"Series Production Vehicle" Means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network.

"Standard" means the component(s) as originally fitted to the car by the original manufacturer at the time of the sale.

"The Period" means prior to 1st January 1987.

"Variant" means an optional or homologated specification as provided by the original manufacturer for the series production vehicle. These are either supply variants (VF) (two(2) suppliers providing the same part for the manufacturer and the client does not the possibility of choice), or production variants (VP) (supplied on request and available from dealers), or option variants (VO) (supplied on specific request).

3. **Eligible Vehicles:** Vehicles must have a COD, HTP, HVIF or overseas equivalent to be eligible. At all times the onus of proof of eligibility of the vehicle and/or components will be the responsibility of the Entrant.

3.1 **The Schedule recognises cars in two(2) categories:**

(1) **Category One:**

(a) FIA homologated vehicles fully compliant with FIA Appendix J Articles of the period. (Refer to www.fia.com)

(b) Cars fully compliant with MotorSport NZ Schedule I of the Period. Specifications for rally cars competing in National, International and Pacific Series events. Schedule I is available by clicking this link.

(2) **Category Two:** Any vehicle listed as homologated by the FIA prior to 1 January 1987, being either;

(a) FIA Groups 1 to 4 compliant (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or

(b) Any vehicle compliant with MotorSport NZ Schedule I of the Period (refer Category One) with a COD listing additional modifications compliant with Schedule RH, or

(c) FIA Groups A and B compliant (refer Category One) – 2WD only – with a COD listing additional modifications compliant with Schedule RH, or

(d) FIA Group B – 4WD Turbo, compliant with genuine FIA homologation papers and MotorSport NZ Schedule K.

MotorSport NZ may at its sole discretion allow variation(s) to Schedule RH where it can be established that the original component is no longer available and that the alternative component has the same mechanical function and does not provide any weight or other performance advantage (beyond reliability) over the original. All such exemptions shall be listed on the vehicle's COD form.

A list of previously homologated vehicles is available on the FIA website under Sport/Regulations/Historic/Historic Rally/ – www.fia.com

4. **Category Two Permitted Modifications:** A vehicle may be modified to utilise the period variations within the manufacturer's model body shell.

4.1 **Body Shell External:**

(1) **External appearance:** The silhouette of the Series Production Car shall not be altered with the exception that the addition of Period type rear boot-lid spoilers and guard flares is permitted. These items may be constructed from an alternative material as per the Period.

(2) **Windscreens:** Laminated screens in place of safety glass are recommended.

(3) **Suspension tower (strut) brace:** May be installed, provided it remains removable, hence is attached by means of bolts.

(4) **Seam welding:** Is authorised to the bodyshell.

(5) **Strengthening:** Localised strengthening of the bodyshell is authorised provided the additional material completely follows the shape of the original part and is in contact with it.

(6) **Underbody protection plates:** Are authorised, provided that their sole function is to protect the underside of the car from damage. Additionally, to protect the side of the car soft flexible material may be fitted longitudinally between the wheel arches provided it is contained within the bodyshell silhouette when viewed from above.

(7) **Mudguards:** Guard liners may be removed. The edges of the standard guards may be folded back if they protrude inside the wheel housing. The original external shape, except for guard flares, must be retained.

(8) **External rear-view mirrors:** May be substituted.

(9) **Roof vents:** are permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10cm.

(10) **Internal Appearance:**

(a) Body shell modifications of the Period to enable drive train and exhaust system fitment and to allow the installation of alternative mounting points for Period modifications to the rear suspension and wheel arches are permitted.

(b) The interior trim is free, excepting that the original or Period variant dashboard assembly shall be retained in its original position.

4.2 Engine:

(1) **Engine location:** The engine must be mounted in the original compartment and no body shell modifications to enable relocation are authorised. Engine mountings are free.

(2) **Cylinder Block and Crankcase:** The original make of cylinder block and crankcase from the manufacturer of the vehicle or the homologated / Period option must be employed. The swept volume of the engine must remain within the same cubic capacity class as the engine supplied by the vehicle manufacturer. Where an engine is close to the capacity limit of the class, and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class. Modifications to internal components are free. The use of Titanium is forbidden.

(3) **Cylinder Head:** The original make of cylinder head from the manufacturer of the vehicle or the homologated / Period option must be employed. Modifications are free. The use of Titanium is forbidden.

(4) **Cooling system:** Free, providing all components are mounted within the bodywork.

(5) **Inlet and exhaust manifolds:** Free.

(6) **Induction and fuel systems:** Free, provided that the original or homologated system, i.e. carburettor or fuel injection, is retained.

(7) **Engine Management**: Computerised electronic fuel injection may only be utilised if originally fitted. In such cases the ECU is free, save that it must respect the original housing and location.

(8) **Ignition system:** Free, providing that modifications are within the Period.

(9) **Exhaust system:** Free.

(10) **Engine Oil Coolers:** May be fitted.

(11) **Camshafts:** Free, provided remains in original location.

4.3 Transmission:

(1) **The transmission housing must be either;**

(a) The original series production unit, or

(b) A recognised replica of the original production unit, or

(c) A homologated non OE option from an alternative vehicle of the Period, or

(d) An alternative transmission from the same vehicle manufacturer where the alternative transmission was fitted to a series production vehicle from that same manufacturer within the Period.

(2) **Gear selection mechanism:**

(a) Must be as per the transmission of the Period.

(b) The maximum number of forward gears shall be five(5).

(c) Internal transmission components are otherwise free.

(3) **Final drive**: Free, provided that the original type of axle housing must be retained.

(4) **Limited Slip Differential:** Free, provided that actuation may not be by electronic or external hydraulic means.

(5) **Clutch and flywheel assemblies:** Free

4.4 Suspension:

(1) **Springs and dampers:** Free, provided that the original or homologated type (eg; Macpherson strut, leaf spring etc) is retained. Where coil over type rear suspension is fitted it is permitted to remove the original leaf spring.

(2) Remote gas canisters type dampers (shock absorbers) are not permitted.

(3) **Anti-roll bars:** Free to be added, removed or substituted.

(4) **Suspension Bushes:** Free.

(5) Rear axle location may reflect Period modification. ie; it is allowed to utilise four(4) trailing link rear axle location, Panhard Rod, Watts Linkage etc.

4.5 Brakes:

(1) Dual circuit braking systems are permitted, as is the installation/removal of vacuum power assistance.

(2) Brake lining material and hydraulic hoses are free.

(3) Drum brakes may be replaced by Disc brakes. Rotors must be constructed only of ferrous material.

(4) Pedal boxes enabling adjustable brake bias are permitted.

(5) Hydraulic handbrakes are permitted.

4.6 Steering System: Free.

4.7 Electrical system: Free.

4.8 Road Wheels & Tyres:

(1) Wheel diameter may be varied by no more than two(2) sizes up or down from the manufacturer's specifications. Otherwise, wheels are free.

(2) **Tyres:** Free.

5. Minimum Weight:

5.1 The following scale of weights represent the overall minimum weights of cars as they cross the finish line, fuel weight deducted:

Capacity	Weight (Kg)
Up to 500cc	495
Up to 600cc	535
Up to 700cc	570
Up to 850cc	615
Up to 1000cc	655
Up to 1150cc	690
Up to 1390cc	720
Up to 1600cc	775
Up to 2000cc	845
Up to 2500cc	920
Up to 3000cc	990
Up to 3500cc	1050
Up to 4000cc	1115
Up to 4500cc	1175
Up to 5000cc	1225
Up to 5500cc	1280
Up to 6000cc	1330
Up to 6500cc	1365
Up to 7000cc	1405
Up to 7500cc	1425
Up to 8000cc	1445
Over 8000cc	1530