

# SUMMARY OF SCHEDULE Z CHANGES

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

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

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

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

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

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

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

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

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