

ACCREDITED SERIES ARTICLES GOVERNING THE 2020 GOLDEN HOMES NORTH ISLAND ENDURANCE SERIES

PREAMBLE:

The North Island Endurance Racing Drivers Club Incorporated (NIERDC) here in and referred to as The Club, declares the following articles to be those governing the 2020 Golden Homes North Island Endurance Series.

The Series is held under a MotorSport New Zealand Accredited Permit No: 200424

The Series is organised and held in accordance with the current MotorSport NZ National Sporting Code, the Standing Regulations and any Supplementary Regulations applicable to, and issued by the Round Organiser of each Round of the Series.

These articles are at all times to be read in conjunction with:

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Event Supplementary Regulations issued by the Round Organiser.

1. INTERPRETATION:

In these Articles, the definition of terms used within this Schedule shall be referenced from the National Sporting Code, and as detailed below:

“Elite-Level Driver” means a driver whose performances and achievements is considered by The Club (using The Club’s “Driver Classification Process” which is available upon request), at their sole discretion, to be a highly skilled racing driver, driver status to be reviewed prior to the commencement of each season; and

“National Sporting Code” or **“NSC”** means the National Sporting Code issued by MotorSport NZ from time to time; and

“Permitted Work” means refuelling, changing wheels, driver change, minor repairs and maintenance. It must be work which can be completed in Pit Lane within a maximum of 5 minutes. Major works such as replacing the cooling system/engine/driveline/suspension components must be completed in the pit garage; and

“Pit Bay” means, as applicable to the circuit, a pit garage or other area adjacent to the pit-lane allocated as the Pit Bay for each Vehicle; and

“Pit Bay Control Line” means, as applicable to the circuit, the line delineating the border of the pitlane “slow lane” closest to the Pit Bays painted or marked on the pitlane or if there is no line painted or marked, a line 2 metres across the front of each Pit Bay; and

“Round” means each Meeting and/or Event and the results of which qualify for points in the Series; and

“Round Organiser” means Speed Works Limited; and

“The Series” means the 2020 Golden Homes North Island Endurance Series; and

“The Club” means the North Island Endurance Racing Drivers Club Inc (NIERDC); and

“Vehicle” means a competing Vehicle.

2. OBJECTIVE:

To promote and foster endurance racing by providing entrants and drivers with a well promoted series, with enjoyable and relaxed competition in the spirit of endurance racing.

3. ELIGIBILITY:

3.1 All Drivers shall hold a C1 Grade Competition Licence or higher and where the Entrant is other than the Driver, an Entrant’s Licence is required in the name of the Entrant.

Note: Under the provisions of the Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both Motorsport Australia General Competition Licences and Tasman Visas may enter any of the NZ Race Championships and be eligible for awards.

3.2.1 Three Hour Competitors: A minimum of two (2) and a maximum of three (3) Drivers are required for each competing Vehicle in the Series. Also refer to Article 12.

3.2.2 One Hour Competitors: A minimum of one (1) and a maximum of two (2) Drivers are required for each competing Vehicle in the Series. Also refer to Article 13.

3.3 All drivers and entrants shall be financial members of The Club.

3.4 Eligible Vehicles are; ‘Closed’ Saloons, Closed GT variants and Closed Sports Cars, all of Series Production manufacture with total monocoque construction. Additionally, the following specific Vehicles are eligible:

- Any NZ TLX chassis manufactured by Mitchell Race Xtreme(MRX) with chassis numbers 000X to 007X, and
- Any NZ V8 SuperTourer chassis that was originally supplied by Pace Innovations prior to 1 January 2015, with a Pace chassis number starting with V8ST, and
- Any Australian V8 Supercar that has previously competed in the Australian V8 Supercar championship, and
- Any Panoz Esperante GTS, Ginetta G40, G50 or G55.

Note: Similar cars to these listed above will be considered by The Club.

3.4.1 The Club reserves the right to invite any other Vehicle(s) to compete, in addition to those listed in Article 3.4 above.

3.4.2 Specifically excluded from this Series are:

- ‘Open’ Sports Cars, or
- any Le Mans Prototype(LMP) (eg: LMP1, 2 or 3), or
- any Daytona Prototype or similar Vehicle, or
- Any other cars not accepted for entry by the Club.

- 3.4.3** The Club also reserves the right to decline any entry or any Vehicle(s) into the Series, in accordance with the provisions of NSC21 and Article 9.3 below.
- 3.5** All Vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.
- 3.5.1** A safety cage is mandatory for all Vehicles competing in the Series. All safety cages shall be homologated by MotorSport NZ and/or FIA approved ACN, with the homologation certificate contained in the Vehicle's logbook. For Vehicles which do not permanently reside in New Zealand, please refer to Schedule A, Part 1 – Article 1.2(3).
- 3.5.2** All competing Vehicles must have both left and right hand external mirrors fitted, in addition to the rear view mirror as prescribed in Appendix Two, Schedule A. A rear view camera may be used in place of the internal rear view mirror.
- 3.6** **Fuel:** The only fuels authorised for use in competing Vehicles at any Round of this Series is as per Appendix Two, Schedule A, Part 1 – Article 3.9.
- 3.7** All Competitors / Entrants as a condition of entry shall agree to submit their Vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Series Scrutineer/s, and/or a MotorSport NZ licensed Technical Officer. Any costs incurred during disassembly of components shall be met and accepted by the Competitor / Entrant.
- 3.8** **Competing Classes** will be determined by engine capacity as follows:
- Class 1: 3501 cc and over
 - Class 2: 2001 cc to 3500 cc
 - Class 3: 1601 cc to 2000 cc
 - Class 4: up to 1600 cc
- Note:** *Engine capacity equivalence factors will be applied as follows:*
- *Forced induction* x 1.7
 - *Rotary engine* x1.8
 - *Diesel forced induction* x 1.5
- 3.8.1** In addition to the above classes there will be additional 'GT' classes as follows:
- **Class GT 'A'** - for cars constructed as FIA GT3 specification 2007 or later, any CoTF spec Australian V8 Supercar or any other car, at the sole discretion of the Club.
 - **Class GT 'B'** - for cars constructed as Porsche 991 Cup Car, any Ferrari 488 Challenge, any 2015 or newer Lamborghini Super Trofeo, and pre CoTF Australian V8 Supercar, any Renault Megane Trophy, any 2006 or older FIA GT3 specification car, any space-framed car, or any other car at the sole discretion of the Club.
 - **Class GT 'C'** - for cars constructed as Ferrari 430 & 458 Challenge Car, any Porsche 997 Cup Car, any 2014 or older Lamborghini Super Trofeo, or any other car at the sole discretion of the Club.
 - **Class GT 'D'** - for cars constructed as FIA GT4 specification or any other car at the sole discretion of the Club.
- 3.8.2** Any Porsche model 996 or older will not be classified as a 'GT' class car and will be classified by its engine capacity, provided it was manufactured prior to 2007, and retains an H pattern

gearbox.

3.8.3 The Club reserves the right to amalgamate or reorganise the class structure if insufficient entries are received for any one class prior to the first round of the Series.

3.8.4 The only Class GT 'A' cars permitted to run in the One Hour race are FIA GT3 specification Vehicles that are 2014 or older.

3.8.5 All Vehicles with two (2) drivers must have a Hella 83mm light part number 2XD 959 011-652 which can be easily seen when powered on from the front of the Vehicle which will signify that the main driver is in the competing Vehicle.

4 SERIES PERSONNEL:

4.1 At each Round of the Series the following personnel or their approved assistant/s shall have the responsibilities and authorities as set out:

4.1.1 North Island Endurance Series Coordinator: **Karen Dovey/Luke Rollo**
Mobile Phone No: 0274 995604
Email: karen@exceed.co.nz

Who shall have the duties and authority of a Series Coordinator as set out in the National Sporting Code and who is responsible for and authorised on the Club's behalf to:

- (a) Deal with all administrative matters pertaining to the Series, and
- (b) Record and publish all Series points schedules, and
- (c) Liaise with Round Organiser on all matters pertaining to these Articles, and
- (d) Act in the capacity of a Competitor Relations Officer (as detailed in NSC, Article 88) for the Series Competitors, and
- (e) Ensure correct placement of decals on Vehicles contesting the Series, and

The Series Coordinator may appoint a Series Secretary and/or assistant(s) to assist with administrative duties in connection with the Series.

4.1.2 North Island Endurance Series Secretary: **Karen Dovey**
Email: karen@exceed.co.nz

4.1.3 North Island Endurance Series Scrutineer:

This position will be shared by the individual Round Chief Scrutineers, as appointed by the Round Organiser, who will take on the responsibilities of the Series Scrutineer. The names of the Chief Scrutineers will be advised in the Supplementary Regulations applicable to each individual round.

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who is responsible for and authorised on The Club's behalf to:

- (a) Deal with all technical matters pertaining to the Series; and

- (b) Affix official seals, as and when deemed appropriate; and
- (c) Inspect any competing Vehicle within the Series in order to ascertain compliance with the technical regulations; and
- (d) Assist competitors with technical inquiries relative to the technical regulations applicable to their Vehicle; and
- (e) To report, to the Series Coordinator, any instances where a breach of the technical regulations has been proven.

4.2 All correspondence shall be addressed to the Series Secretary who is authorised by the Club to carry out all the necessary administrative duties for the Series.

5 SERIES STRUCTURE:

5.1 The Series shall comprise of the following Rounds:

ONE HOUR SERIES & THREE HOUR SERIES

Round	Date	Venue	Round Organiser
1	18th-19th September 2021	Hampton Downs Motorsport Park	Speed Works Motorsport Club Inc
2	23rd-24th October 2021	Pukekohe Park Raceway	Speed Works Motorsport Club Inc

5.1.1 The Organiser / The Club reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its power to award any title.

5.2 At all Rounds, the Three Hour and One Hour Race shall be separate races, except in extenuating circumstances such as the total combined entries for both the one hour and three house races being less than thirty(30).

5.2.1 In such extenuating circumstances the Round organiser may, in conjunction with the Club, Clerk of the Course and / or Stewards of the meeting combine both the Three Hour Race; and the One Hour Race into a single race.

6 ROUND FORMAT:

6.1 Friday Practice: Practice Sessions may be available to Drivers prior to any Round of the Series subject to availability and track hire charges set by the Round Organiser.

6.2 Three Hour Race:

6.2.1 Practice and Qualifying Sessions: There shall be a fifteen(15) minute timed practice session then a fifteen(15) minute Qualifying session.

6.2.2 All drivers shall participate in at least one(1) of the timed practice and or qualifying sessions.

6.2.3 For each Vehicle, the driver who sets the qualifying time must start the race. (ie the driver'/s who are not starting the race does the timed practice session and the driver who is starting

the race does the qualifying session).

- 6.2.4** Failure of either driver to compete in a timed practice or qualifying session, as detailed in 6.2.2, will result in the car being required to start behind the last qualified car within the class entered or in a grid position deemed appropriate by the Race Director/Clerk of the Course.
- 6.2.5** If more than one car is affected by the provisions of 6.2.3, the starting position of those cars will be determined by the cars qualifying time achieved by the other member of the driving team.
- 6.2.6** The Race Director/Clerk of the Course may, at their discretion, use the times from timed practice to amend and or adjust grid positions, if deemed necessary.
- 6.3 One Hour Race:**
- 6.3.1 Qualifying Session:** For the One Hour Race there shall be a minimum of one (1) qualifying session with a minimum of twenty (20) minutes duration. If there are two (2) drivers either driver can start the race **however the grid position will be determined by the qualifying time set by the driver that is starting the race.**
- 6.3.2 Grid positions:** The starting grid positions shall be determined from the fastest qualifying times achieved by each competing Vehicle, fastest Vehicle to the front. When the Races are combined the provisions of Article 6.4 will apply.
- 6.4** When the Three Hour Race and One Hour race is combined as per Article 5.2.1, the One Hour and Three Hour starting grids will be combined. The starting positions shall be determined by the fastest qualifying time achieved by each competing Vehicle in any qualifying session, fastest Vehicle to the front.
- 6.5** At all Rounds, the Clerk of the Course and/or the Stewards of the Meeting, reserves the right to shorten and / or cancel any practice / qualifying sessions and / or Races in the case of Force Majeure and a race result may still be awarded.
- 6.6** For safety reasons only, the Clerk of Course in conjunction with the Series Secretary may adjust the starting position of any Vehicle if they determine that weather or atmospheric conditions have had a significant effect on that Vehicle's qualifying position. Any such adjustment shall be published as soon as practicable after the last qualifying session, and in any case no later than thirty (30) minutes prior to the start of the combined Race.
- 6.7 Starting Procedures:** The start of the Race will be by "Rolling Start" in a 2x2 formation as detailed in Schedule Z – Article 8.3.
- 6.8 Race Winner:** For the One Hour Race and Three Hour Race, the Race winner will be the Driving Team whose vehicle has completed the most laps and crossed the line first in the allocated time. To be classed as a finisher, an entrant's Vehicle must cross the finish line under its own power on the race track itself (not pitlane). Refer to Schedule Z, Article 15.3.
- 6.8.1** For the 3 hour race the last lap board will be shown to the lead Vehicle after 2 hours 59 minutes of elapsed race time. The end of the Race signal will be displayed to the leading Vehicle following completion of the last lap.
- 6.8.2** For the 1 hour race the last lap board will be shown to the lead Vehicle after 59 minutes of elapsed race time. The end of the Race signal will be displayed to the leading Vehicle following completion of the last lap.

- 6.9** When the Three Hour and One Hour races are combined, as detailed in 5.2.1, the following One Hour race finishing procedure shall apply.
- (a) Based on average lap times for the Endurance race, the starter will show a last lap board, at an estimated time, one lap prior to the completion of one hour, along with the board reading 'one hour'.
 - (b) At the next passing of the leader of the One Hour Endurance Race, the starter shall show the waved New Zealand flag to the entire field for one lap. This shall be the signal to the One Hour entrants that their race has finished.
 - (c) Once competitors in the One Hour race have been shown the New Zealand flag to signify the end of their Race, they shall complete the next lap at race speed and proceed to pit lane. Yellow flags will be shown in the vicinity of the pit lane entrance to facilitate a safe exit of these cars from the circuit.
 - (d) Three Hour Vehicles will continue with their race, while observing the yellow flag shown at the entrance of pit lane for those One Hour Vehicles exiting the circuit.
- 6.10** All competing Vehicles shall make at least one(1) pit stop per Race. This stop is not permitted under red flag conditions.
Three Hour competitors refer to Article 12
One Hour competitors refer to Article 13
- 7** **PARC FERME**
- 7.1** Unless otherwise instructed, at the conclusion of all races, Drivers will be required to drive their competing Vehicle directly, without any team personnel intervention, to the designated Parc Fermé area, which will be on the starting grid of the circuit, or an alternative location which will be notified on the Official Notice Board of the Meeting.
- Note:** *Drivers should ensure that they and all their team personnel are familiar with the Parc Fermé regulations as detailed in the National Sporting Code Article 60.*
- 7.2** The only people allowed into the Parc Fermé area are the driver(s) of the cars and one(1) team member per car who may only assist the driver, take tyre pressures and open the car for ventilation.
- 7.3** The Series Scrutineer may, at their sole discretion, authorise entry of additional team personnel for the purposes of Vehicle eligibility inspections.
- 7.4** During a red flag situation no Vehicle may be worked on in pit lane or Parc Fermé. Any Vehicle removed from pit lane must be removed to Parc Fermé, unless withdrawing from the race. The only Vehicles able to be worked on are those already in pit lane and the pit paddock when the red flag was first displayed.
- 8** **PENALTIES, PROTESTS AND APPEALS:**
- 8.1** Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.
- 8.2** The Series Coordinator shall have the authority as set out in NSC – Part VII Article 80.
- 8.3** Any protest or appeal should be lodged in accordance with the NSC and the Competitor shall

advise the Series Coordinator and the Competitor Relations Officer (where appointed for the Meeting).

8.4 Competitors/ Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.

8.5 Competitors/ Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.

9 SERIES ENTRY:

9.1 Entry into the Series shall be made on the Series Entry Form and submitted to the Series Secretary for acceptance. By entering the Series all Competitors agree to comply with these Articles and those of the National Sporting Code. Application Forms for Club Membership and Series Entry are available from the Series Secretary.

9.2 The Club reserves the right to cancel any Round of the Series if less than twelve(12) entries are received, without affecting in any way its power to award any title.

9.3 Should entries received be in excess of the maximum number of starters permitted under either the Circuit licence, or maximum number of permitted starters as determined by the Round organiser, entry acceptance will be applied as follows:

- (1)** Firstly, to those Competitors who are competing in ALL Rounds of the National Series (if applicable), determined by those who have pre-entered the Rounds prior to the close of normal entries, followed by,
- (2)** Secondly, to those Competitors who are competing in ALL Rounds of the 2020 Golden Homes North Island Endurance Series Three Hour Races, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
- (3)** Thirdly, to those Competitors who are competing in ALL Rounds of the 2020 Golden Homes North Island Endurance Series One Hour Races, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
- (4)** The balance of entries, accepted on a '1st come 1st served' basis with any overflow to be placed on a 'reserve list' in order of the entries received, with (if the races are combined) priority given to any three hour race entrants.

9.4 The Club will allocate competition numbers to all Competitors in the Series. These will be advised on the acceptance of membership. Numbers '1' '2' and '3' will be allocated (in that order) to last season's Series 1st, 2nd and 3rd overall placed. All competition numbers shall comply with the prescriptions of Appendix Two, Schedule A, Article 6.2 – Competition Numbers.

10 CONDITION OF ENTRY:

10.1 The Competitor / Entrant, by entering the Series, is deemed to be in acceptance of these Series Articles as they are presented, and shall be at all times responsible for the presentation of their competing Vehicle with respect to safety requirements under Schedule A, and eligibility requirements under these Articles

10.2 The Competitor / Entrant, by entering the Series, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Series Sponsor, as

detailed within these articles.

- 10.3** The Series Organiser reserves the right to accept or decline entries into the series as per NSC 21.

11 GENERAL DRIVER REQUIREMENTS

- 11.1** All drivers must wear an approved Frontal Head Restraint as defined in Schedule A, Part One, Article 4.2 (2).

- 11.2** Elite Level Drivers, as defined by The Club, are permitted to compete in the One Hour Race.

- 11.3** Only one(1) Elite-Level driver is permitted per Driving Team at each Round of the Series.

12 SPECIFIC DRIVER REQUIREMENTS – THREE HOUR SERIES

- 12.1 Drivers:** A maximum of three (3) and a minimum of two (2) Drivers shall be nominated to drive each competing car at each Round of the Series and will be known as the 'Driving Team'.

- 12.2** A Driver may only be entered to drive in one(1) Vehicle only in the Three Hour Race at any Round of the Series. No 'cross entries' are authorised.

- 12.3** Each Driver shall drive for a minimum of 45 minutes and maximum of 120 minutes, (combined time) at each 3 Hour Race of the Series.

13 SPECIFIC DRIVER REQUIREMENTS – ONE HOUR SERIES

- 13.1 Drivers:** A maximum of two (2) and minimum of one (1) Driver(s) shall be nominated to drive each competing car at each Round of the Series and will be known as the Driving Team.

- 13.2** A Driver may only be entered to drive in one(1) One Hour Race at any Round of the Series. No 'cross entries' are authorised.

14 POINTS:

- 14.1** Points will be recorded and published by the Series Coordinator and will be allocated to Drivers based on their overall finishing positions in each Race, at each Round of the Series.

- 14.1.1** Points will only be allocated to current members of The Club. Any Driver Team in which any Driver(s) are not current financial members of The Club are not eligible for points in the Series.

- 14.2** The points will be allocated as follows:

Position	Points	Position	Points	Position	Points
1st	75	9th	47	17th	30
2nd	70	10th	44	18th	28
3rd	66	11th	42	19th	26
4th	62	12th	40	20th	25
5th	59	13th	38	Points reduced by 1 point per place thereafter.	
6th	56	14th	36		
7th	53	15th	34		
8th	50	16th	32		

14.3 Bonus Points: will also be issued on the following basis:

14.3.1 For every Vehicle that starts the Race, that competing Vehicle's Driver(s) will receive an additional 20 points.

14.3.2 For every Vehicle that qualifies for the Race, but does not start, that competing Vehicle's Driver(s) will receive 10 points.

15 AWARDS

15.1 Unless the provisions of Article 3.8.3 apply, there will be a total of eighteen(18) awards namely:

- **Overall Champion – 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points throughout all Rounds that constitute the Series.
- **Class 1 Champion – 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 1 throughout all Rounds that constitute the Series.
- **Class 2 Champion – 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 2 throughout all Rounds that constitute the Series.
- **Class 3 Champion – 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 3 throughout all Rounds that constitute the Series.
- **Class 4 Champion – 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 4 throughout all Rounds that constitute the Series.
- **GT 'A' Class Champion - 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'A' Class throughout all Rounds that constitute the Series.
- **GT 'B' Class Champion - 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'C' Class throughout all Rounds that constitute the Series.
- **GT 'C' Class Champion - 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'C' Class throughout all Rounds that constitute the Series (minimum of 5 cars required for award to be made).
- **GT 'D' Class Champion - 2020 North Island 3 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'D' Class throughout all Rounds that constitute the Series.
- **Champion – 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points throughout all Rounds that constitute the Series.
- **Class 1 Champion – 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 1 throughout all Rounds that constitute the Series.
- **Class 2 Champion – 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 2 throughout all Rounds that constitute the Series.
- **Class 3 Champion - 2020 North Island 1 Hour Endurance Race Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class 3 throughout all Rounds that constitute the Series.
- **Class 4 Champion - 2020 North Island 1 Hour Endurance Series** which will be awarded to the

Driver(s) who have gained the highest aggregate of points in Class 4 throughout all Rounds that constitute the Series.

- **GT 'A' Class Champion - 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'A' Class throughout all Rounds that constitute the Series.
- **GT 'B' Class Champion - 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'B' Class throughout all Rounds that constitute the Series.
- **GT 'C' Class Champion - 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'C' Class throughout all Rounds that constitute the Series (minimum of 5 cars required for award to be made).
- **GT 'D' Class Champion - 2020 North Island 1 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in GT 'D' Class throughout all Rounds that constitute the Series.

15.2 The Series winners shall receive any trophies/prizes and/or other rewards that accompany the award titles, subject to Article 15.1.

15.3 Any champion not attending the Series prize-giving, may forfeit any title(s) and prize(s) awarded at the sole discretion of the Series Co-ordinator and/or Secretary.

15.4 **Ties:** In the event that two (2) or more Competitors have an equal number of points at the conclusion of the Series (i.e. a tie), the Competitor achieving the higher position shall be determined using the following method:

- (1) The greater number of first placings obtained and progressing down the finishing positions in all rounds counting for the Series. If an equal result is still obtained, then;
- (2) The greater number of pole position qualifying positions obtained and progressing down the qualifying positions in all the qualifying sessions for all rounds counting for the Series. If an equal result is still obtained, then;
- (3) The number of the single fastest lap achieved in each race and progressing down the fastest laps in each race in all rounds counting for the series. If an equal result is still obtained, then;
- (4) The club, at their sole discretion, shall determine the winner, or may declare those still tied to be equal winners.

16 DECALS:

16.1 The Club reserves the right to provide sponsors windscreen and/or door banners and/or decals for any or all Rounds of the Series, which must be displayed on each competing Vehicle.

16.1.1 Decals shall be supplied by the Series Organiser, and applied to the reserved spaces detailed in Appendix 1. The primary reserved position is as stated first, with a secondary option given in brackets (where an option is allowed).

Location	Branding Decals/ Badges
Top of windscreen	Specified Banner

Top (or bottom) of rear windscreen	TBA
Front door panel, or the rear half of the front mudguard only (both sides)	TBA

- 16.1.2** Each Vehicle must also run a coloured class decal on the top left corner of the windscreen banner, which will identify the class the car competes in.
- 16.1.3** One(1) set of decals shall be supplied free of charge, any additional decals required will be charged for at the current commercial rates.
- 16.2** All Competitors shall ensure that their competing Vehicle and apparel have the specified spaces reserved as described in Article 16.1.1 above.
- 16.3** Additionally, where specified, competition number sets shall comply with the requirements of these Articles, and (on Saloons) the Driver's name should appear on both rear side windows.
- 16.4** The Series Coordinator will advise the Clerk of the Course of Competitors who fail to comply with correct decal and official competition number set placement. Such referrals shall result in;
- the loss of Series points (to a maximum of 115 points), or
 - the loss of qualifying times, or
 - exclusion from race results.
- 16.5** No protests shall lie between drivers and/or entrants, on the irregularity of placement or positioning of sponsors decals on Vehicles or elsewhere as contained in these Articles.
- 17 TELEVISION AND IN-CAR CAMERAS:**
- 17.1** All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.
- 17.2** Competitors allocated in-car cameras agree to comply with all reasonable requests made by the Series Producer as to mounting and testing and will treat their cameras with all reasonable care.
- 17.3** Any in-car cameras that are fitted and approved by the Series Scrutineer must make their footage available to the Race Director/Clerk of the Course if so requested.
- 18 ARRANGEMENT OF THE PITS**
- 18.1** Any competitor can decorate their pit garage. No alteration requiring drilling, welding or modifications to the pit garage is permitted.
- 18.2** Any decoration of the installations and the floor should only be of a temporary nature. The fitting of carpeting or any other decoration is allowed if it is done using non-flammable materials.
- 18.3** Folding brackets, flexible supports for air, fuel or lighting must not extend beyond the outer limit of the working area and be situated at least 2 metres above the ground.

18.4 Gas bottles must be firmly attached or anchored once their protective cap is removed. Protection around the valves and regulator must be permanently in place. The conformity of the installations and the dates of validity of the gas bottles may be checked at any time.

19 TYRE WARMING

19.1 Non electrical (combustion heated) tyre warming tents are allowed but must be in the open area immediately behind the pits. A fire extinguisher must be on hand close to the equipment at all times when it is operating.

19.2 Electric tyre warmers may be used inside or outside the rear of the garage. The tyres in their warmers must be placed so as to still allow easy access to the rear door of the garage in case of emergency. A fire extinguisher suitable for electrical fires on hand close to the electrical equipment at all times when in operation.

20 PIT BAYS

20.1 Unless a team is sharing another teams fuel rig, each Vehicle may only make pit stops in the pit lane in front of the allocated pit bay.

20.2 The organisers may allocate a pit bay to more than one Vehicle.

20.3 A Vehicle that stops in pit lane and cannot reach its pit bay under its own power may be pushed to its pit bay.

20.4 A Vehicle that overshoots its pit bay may stop in the pit lane but cannot reverse under its own power and must instead be pushed back to its pit bay.

20.5 Any person may push a Vehicle in pit lane except the driver of the Vehicle at the time it stops.

21 PIT STOP CREW

21.1 Each team is authorised a maximum of nine(9) pit stop crew members who must sign the pit stop crew indemnity form and are the only team personnel allowed to cross the line in pit lane, subject to the specific pit stop rules. Pit stop crew may include the Dedicated Car controller, Dedicated Fire Marshall, Deadman valve operator, wheel changing crew, fuelling crew.

21.2 All competitors, entrants and team pit crew must be familiar with the MotorSport NZ 'MotorSport fuel storage and handling code which can be viewed on the MSNZ website.

21.3 All pitstop crew and the Dedicated Car Controller for the duration of each pitstop must wear approved overalls, socks, gloves and a balaclava complying with the standards set out in Part A or B of Chart (1) in Article 4.3(1) of Appendix 2, Schedule A of the MSNZ National Sporting Code. The Refuelling Crew, Dedicated Fire Marshal and Deadman Valve Operator must also wear safety goggles and FIA or SFI approved shoes.

21.4 Pit stop crew may conduct pitstops for more than one Vehicle and may move from Pit Bay to Pit Bay and with the exception of the fuelling rig, may take their equipment and tools with them for that purpose.

21.5 **Dedicated Car Controller:** Is optional, if there is a Dedicated car controller, they must stand in front of the Vehicle, in clear view of the driver at all times. The car controller is responsible

for the safe release of the car into pit lane after the completion of all pitstop duties. The Dedicated car controller must not touch the car unless pushing it and must stay in a visible position to the driver at all times.

- 21.6 Dedicated Fire Marshall:** each team must for the duration of each pit stop, whether it includes refuelling or not, must deploy a dedicated fire marshal to their pit bay equipped with a recently-serviced, full and operational dry-chemical fire extinguisher with a minimum capacity of 9kg. The fire marshal may not take part in any refuelling or work and can cross the pit bay control line only to inspect the Vehicle and extinguish a fire or potential fire source. The fire extinguisher safety pin must be removed during the pitstop.
- 21.7 Deadman Valve Operator:** All teams using overhead refuelling systems shall have a dedicated person whose sole responsibility is to operate the self-closing valve. This person cannot take part in any other job when refuelling is taking place. Once refuelling has finished and the valve is closed they can cross the pit bay control line to complete Permitted work on the car.
- 21.8** In the interests of safety, it is compulsory to use solid incompressible components capable of supporting the car in the event of a failure of jacking equipment. The components must be placed under the car at all times when any person is working on the car in a manner that involves any part of their body (other than hands and forearms) being under part of the car. Specifically excluded from this rule are standard wheel changing operations.

22 PIT STOP GENERAL

- 22.1** For both the Three and One Hour Races, no team may have more than three(3) pit crew over the pit bay control line to carry out Permitted Work on the car at any time. This does not include the **Dedicated Car Controller, Dedicated Fire Marshall,** and the **Deadman Valve Operator.** The only exception to this rule is Vehicles with multi stud wheels, see Article 24.4(b).
- 22.2** In all pit stops, the Vehicle must be stationary before the pitstop procedure commences and fuelling must be completed before other work commences. All work must be completed, and all tools, wheels and personnel must be behind the pit bay control line before the car is released. The driver change can happen at any phase.
- 22.3** In the interests of cost saving, rotary booms are prohibited. This is where a boom has a spike or wheel gun line with a swivel fitting in the boom.

23 FUELLING PHASE

- 23.1** Only three pit crew members are permitted to cross the pit bay control line to complete the fuelling operations of the race car. These pit crew can be involved in the fuelling process, or as driver assistants only and are known as the 'Refuelling Crew'. The **Dedicated Fire Marshall** and **Deadman Valve Operator** and **Dedicated Car Controller** are not included in the 'Refueling Crew'.
- 23.2** If the Vehicle has onboard jacks, a member of the Refuelling Crew may "spike" and raise the car before refuelling commences.
- 23.3** If fuel is spilt during the refuelling process, then refuelling must stop immediately and not recommence until the spilt fuel is fully cleaned up. Any fuel spilt during the refuelling process must be completely cleaned up prior to the car leaving the pit refuelling area.
- 23.4** All members of the Refuelling Crew must return behind the pit lane control line before the

wheel changing phase begins.

24 WHEEL CHANGING PHASE

- 24.1** The wheel changing phase can only begin once the refuelling phase has completed and all refuelling crew are behind the pit bay control line.
- 24.2** If the Vehicle has on-board jacks it may be lifted for the refuelling phase and stay in the air for the wheel changing phase. Alternatively, (two)2 external jacks can be used in the wheel phase of the pit stop, but two(2) wheels must stay in contact with the ground at all times.
- 24.3** Three(3) pit crew members only are permitted to cross the pit bay control line to complete the wheel changing phase and other permitted work. These three(3) personnel are known as the 'Wheel Crew'. Those in the Wheel Crew may be the same personnel who formed the 'Refuelling Crew' and may include the Deadman Valve Operator whose duties are complete at the end of the refuelling phase.
- 24.4** If not refuelling before the wheel changing phase, no crew member and no item of equipment, tools, or replacement wheels may cross or be taken across the pit bay control line until the Vehicle has come to a complete stop for its pit stop. Wheels must be carried across the line not rolled.
- a) Vehicles with centre lock wheels – only one wheel nut gun is permitted to be used and taken over the pit bay control line at any one time. Additional spare wheel guns may be placed behind the pit bay control line.
 - b) Vehicles with multiple wheel nuts per wheel – an additional person is allowed across the Pit Bay Control Line, to assist with changing and carrying wheels only (maximum of four(4) wheel crew members) This additional person may not do any other work, and after wheel changing is completed must return behind the pit bay control line. Two(2) wheel-nut guns are permitted to be used and taken over the pit bay control line at any one time. Additional spare wheel guns may be placed behind the Pit Bay Control Line.
- 24.5** During the wheel changing phase any other Permitted Work may be carried out.
- 24.6** At the completion of the wheel changing phase, all pit crew, tools, wheels, hoses etc must return behind the pit bay control line before the Vehicle can be released from the pit bay.

25 PIT STOP PROCEDURE - ONE HOUR RACE

- 25.1** During the One Hour Race there is a compulsory pit stop to take place between ten(10) and fifty(50) minutes of the race duration.
During this pit stop either:
- (a) A driver change is to be made: When a driver change is to be made, the incoming driver must be positioned on the pit garage side of the Vehicle. The outgoing driver must exit the Vehicle, proceed around the Vehicle ensuring that their direction of travel when on the pitlane side of the Vehicle faces oncoming traffic proceeding down pitlane, to the pit garage side of the Vehicle and "tag" the replacement driver, who shall then continue the circuit of the car (in the same direction as the outgoing driver) before entering the Vehicle, or
 - (b) No driver change is made, where the driver must exit the car, complete a full circuit of

the car, ensuring that their direction of travel when on the pit lane side of the Vehicle faces oncoming traffic proceeding down pit lane, and re-enter, or

- (c) Complete a timed pit stop (CTPS) with a minimum of forty-five(45) seconds stationary time. Any driver wishing to complete a CTPS must advise the series coordinator in writing no later than 17:00hours on the Wednesday prior to the round. Once advised this decision is final.

25.2 When refuelling is required, the regulations are the same as the Three Hour Race. Refer to Article 23.

25.3 When changing one or more wheels, the regulations are the same as the Three Hour Race. Refer to Article 24.

25.4 For the purposes of Article 25.1 above, the pit stop is considered to start when the Vehicle crosses the speed restriction line in the pit entry lane, and ends when the Vehicle crosses the speed derestriction line in the pit lane exit. The Vehicle must have completed its pit stop and left the pit lane before the pit window closes.

25.5 For competitors in the One Hour Race where there is no refuelling activity during any pit stop, the Dedicated Fire Marshall must use a fire extinguisher with a minimum capacity of 4.5kg. The fire extinguisher safety pin must be removed during the pitstop.

26 FUEL TANKS AND REFUELLING

26.1 All Vehicles without dry-break refuelling systems must stop their engines for the duration of the refuelling phase of the pitstop. The engine can be restarted when the refuelling phase is complete.

26.2 If the pit stop is to include refuelling, the refuelling phase must be completed first.

26.2.1 Other refuelling – Refuelling other than in accordance with these Articles shall not be carried out in the pit lane or a pit bay and shall only be carried out in the paddock area specified by the organisers and then, only in accordance with the ‘MSNZ Code of Practice for MotorSport Fuel Handling’.

26.2.2 An earth wire shall be appropriately grounded at one end and attached to the Vehicle (preferably the exhaust pipe) during the refuelling process. It shall be the Refuelling Crew’s responsibility to attach this grounding wire. The grounding wire can be removed by the Refuelling Crew or the Wheel Crew, and shall be returned behind the pit bay control line before the Vehicle is released.

26.2.3 A second additional recently-serviced, full and operational dry-chemical fire extinguisher with a minimum capacity of 9kg shall be placed in a clear space near to the fuel container and all members of the team shall be briefed as to the operation of the extinguishers. The safety pin must be removed during the duration of the pit stop.

26.3 All fuel being placed into the Vehicle must be done so at ambient temperature. Any device or substance which changes the temperature of the fuel from the ambient air temperature is prohibited.

26.4 Refuelling equipment: The following type of equipment is authorised:

- Hand-held fuel containers, or
- Dry-break hand-held fuel containers, or

- Sealed drums of 209 litre maximum capacity with hand-operated pump, or
- Overhead (gravity fed) refuelling system with dry-break connectors.

26.4.1 Overhead systems shall be earthed and the maximum height of the refuelling rig shall be no more than two(2) metres above the ground. Please refer to the 'MSNZ Code of Practice for MotorSport Fuel Handling'.

26.4.2 All overhead systems must have an automatic self-closing valve and one team pit crew member must be assigned as Deadman Valve Operator of this valve during the refuelling process (Refer Article 21.7).

26.5 Each re-fuelling system to be used by each team must be inspected and approved by the Organisers at the times prescribed by the Supplementary Regulations for Scrutineering Audits.

26.6 A team may share fuel rigs so long as rigs are not moved from Pit Bay to Pit Bay during the race.

26.7 **Vehicle fuel tanks:** shall be in compliance with Appendix Two, Schedule A, Article 4.12

26.8 **Vehicle Fuel System Capacity:** shall not exceed 120 litres (no allowance for temperature will be applied); this is the maximum fuel storage capacity of the Vehicle and includes all fuel system components. This includes but is not limited to all fuel tanks; ancillary, reserve, swirl or surge tanks; fuel lines, fillers and filters etc. This capacity may be checked prior to and/or after the competition as per Article 27.

26.9 It is the competitor's responsibility to ensure:

- (a) their Vehicle does not exceed the maximum authorised Vehicle fuel storage capacity as defined in Article 26.8, and
- (b) their Vehicle is fitted with a dry-break fuel connector or fuel line connection fitted within 500mm of the engine's fuel rail / carburettor that will allow draining of the fuel system for checking purposes, and
- (c) an appropriate length / type of hose with connector is provided for use by the appointed scrutineer.
- (d) their Vehicle has a fuel pump out override switch if required, to permit Operation of the fuel pressure pumps and all lift pumps with the engine not Running.

27 **Checking Procedure for Vehicle Storage Capacity will be as below:**

- (1) The Vehicle shall be positioned on a flat level surface.
- (2) The Vehicle shall be fuelled to maximum capacity (being the point that the fuel system breather begins to display venting adjacent to the tank) using the Vehicle's normal refuelling method.
- (3) Then the maximum fuel storage capacity of the Vehicle shall be determined by the quantity of fuel that can be pumped from the Vehicle (at the fitting specified in Article 26.10 above) by the normal operation of the Vehicle's fuel

supply system.

- (4) Measurement will be made by the use of an approved MotorSport New Zealand device.

27.1 Alternative Checking Procedure:

- (1) The Vehicle shall be positioned on a flat level surface.
- (2) The fuel remaining in the Vehicle will be pumped out into suitable containers using the car's normal fuel supply system until empty.
- (3) The Vehicle will then be refuelled using the approved MotorSport NZ device until the fuel system breather begins to display venting. .
- (4) When testing using this method it is required to use the fuel pump out override switch to run the pumps to refill the fuel pot and lines etc.
- (5) The Vehicle shall not accept more than 120 Litres of fuel.

27.2 Sealing of fuel tanks:

Fuel tanks may have Type 'C' seals applied to any tank access panels. All tank access panels, excluding the fuel filler cap, shall have two diametrically opposed bolts heads pre-drilled with 2.0mm holes for the purpose of applying seals.

- 27.3** Fuel tank capacity checks may be carried out at any time during the event. A competitor may choose to have a fuel tank capacity check carried out prior to any round and have the tank sealed. The Series Scrutineer may choose to carry out a fuel tank capacity check on any Vehicle at the completion of any round or by arrangement before any round.

- 27.4** Regardless of the results of fuel capacity checks carried out under Article 27 or 27.1 the Series Scrutineer may require the fuel tank of any competing Vehicle to be sealed, and removed from the Vehicle post meeting for further checking of fuel capacity. This checking may include, and is not limited to, dismantling and measuring of the sealed fuel tank and system.

28 DRIVER CHANGES

- 28.1** Driver changes can take place at any time during a pit stop whether or not refuelling is taking place and whether or not Permitted Work is being carried out.
- 28.2** The Vehicle must come to a complete stop prior to the driver's safety harness being unfastened. The Vehicle may not leave after a pit stop until the safety harness has been fully refastened.
- 28.3** The attachment of elastic retractors or cords on the shoulder harness straps for use during a driver change is strictly prohibited.

29 SAFETY CAR PROCEDURES:

- 29.1** Once the safety car has been deployed, it will attempt to pick up the highest placed Vehicle on the circuit at the time of deployment. If the highest placed Vehicle on the circuit subsequently pits, then the next car in the queue at the time of deployment will be the car that is picked up.

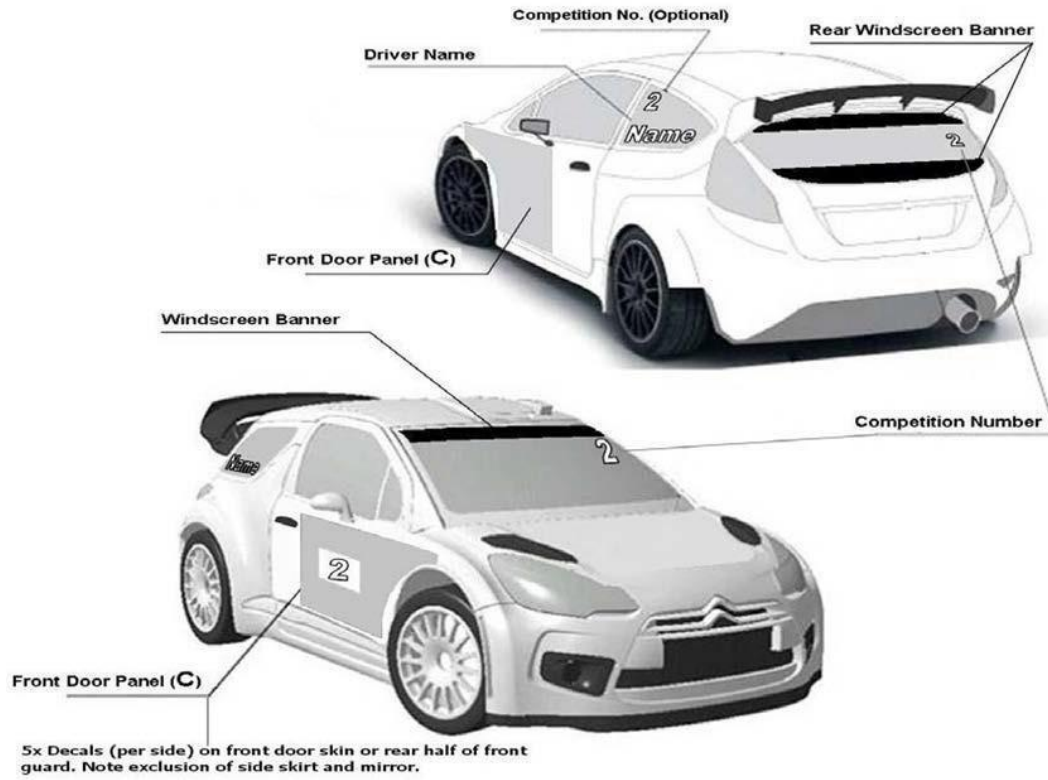
29.2 The safety car shall be used at least until the majority of the field, as determined by the Race Director/Clerk of the Course are lined up behind it.

29.3 Racing will commence when the start signal (green light or flag) is displayed. All flag points are to withdraw their yellow flags and SC board or extinguish the light(s) of the signal light system. Once the start signal has been given all points will immediately simultaneously then display a green flag or green light for one lap.

30 **PENALTY SCHEDULE**

OFFENCE	STANDARD PENALTY
Driver pushing vehicle in pit lane.	Up to 60 seconds time penalty
Breach of Driver Change Regulations as set out in these Series Articles.	Up to 60 seconds time penalty
Failure to Pit in front of allocated pit bay (in accordance with Article 20.1)	Up to 60 seconds time penalty
Using reverse gear in pit lane, in any session or race.	Up to 60 seconds time penalty
More than the allowed number of pit crew members across the pit bay control line.	Up to 60 seconds time penalty
Breach of pit bay control line regulations.	Up to 60 seconds time penalty
Failure by the pit crew to wear the required safety apparel.	Up to 60 seconds time penalty
Starting permitted work prior to the Vehicle coming to a complete stop.	Up to 60 seconds time penalty
Exceeding the maximum driving time as per Article 12.	Exclusion from the race.
Exceeding the maximum allowable fuel capacity.	Exclusion from the race.

APPENDIX 1 – DECAL PLACEMENT LOCATIONS



These Accredited Series Articles are issued for 2020 Golden Homes North Island Endurance Series by the Administration.

Elton Goonan
Acting CEO
MotorSport New Zealand
12th August 2020