

ARTICLES GOVERNING THE 2021 NZ ENDURANCE RACING CHAMPIONSHIP

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PREAMBLE:

MotorSport NZ (MSNZ) Inc hereby declare the following Articles to be those governing the 2021 NZ Endurance Racing Championship.

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 Inviting Club.

The Championship is held under a MotorSport NZ Championship Permit No: **220174**

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:

“CTPS” means **“Compulsory Timed Pit Stop”**, which is when the competing vehicle is stationary in the pit lane or pit garage for a minimum period of time; and

“The Championship” means the MSNZ NZ Endurance Racing Championship; and

“Inviting Club”, “The Club” or NIERDC means the MotorSport NZ-affiliated Club hosting the Championship which for this event is the **North Island Endurance Racing Drivers Club**; and

‘MotorSport New Zealand’ or ‘MSNZ’ means the governing body for motorsport in New Zealand; and

‘National Sporting Code’ or ‘NSC’ means the National Sporting Code of MotorSport NZ amended from time to time; and

“Elite-Level Driver” means a driver whose performances and achievements are considered by MotorSport NZ (using the Inviting Club’s “Driver Classification Process” available on request), at their sole discretion, to be a highly skilled racing driver; and

‘Qualifying Series’ means the North Island Endurance or South Island Endurance Series from which entries to the Championship are accepted; and

“Permitted Work” means refuelling, changing wheels, driver change, minor repairs, and maintenance; and

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

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

“Vehicle” means a competing Vehicle.

2. ELIGIBILITY:

- 2.1** 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 Trans-Tasman Visa Agreement between Motorsport Australia and MotorSport New Zealand Inc, Australian competitors holding both Motorsport Australia General Competition Licences and Trans-Tasman Visas may enter the NZ Race Championship and be eligible for awards.*

- 2.2 THREE HOUR COMPETITORS:** A maximum of three(3) and minimum of two(2) Drivers shall be nominated to drive each competing vehicle at each round of the Championship and will be known as the Driving Team. It is permissible to make changes to either the Driving Team or the competing vehicle (but not both) from that used in the Qualifying Series as follows:

- 2.2.1 Change to Driving Team:** One(1) member of the Driving Team from the Qualifying Series may be changed (added, removed or replaced), subject to the constraints pertaining to maximum and/or minimum Drivers.

- 2.2.2** Only one(1) Elite-Level driver is permitted per driving team at the Championship.

- 2.2.3** A Driver may only be entered to drive in one(1) 3 Hour Driving Team hence drive one(1) Three Hour competing vehicle.

- 2.2.3.1** For a team with two(2) drivers, each Driver shall drive for a minimum of 70 minutes and maximum of 110 minutes, (combined time) at each 3 Hour Race of the Championship.

- 2.2.3.2** For a team with three (3) drivers, each Driver shall drive for a minimum of 45 minutes and maximum of 90 minutes (combined time) at each 3 Hour Race of the Series.

- 2.2.4** For the purposes of Articles 2.2.3.1 and 2.2.3.2, the driving time is considered to finish when the vehicle crosses the speed restriction line at the pit entry lane.

- 2.3 ONE HOUR COMPETITORS:** A maximum of two(2) and minimum of one(1) Driver(s) shall be nominated to drive each competing vehicle at each Round of the Championship and will be known as the Driving Team. It is permissible to make changes to either the Driving Team or the competing vehicle (but not both) from that used in the Qualifying Series as follows:

- 2.3.1 Change to Driving Team:**

- (a) Where the driving team consisted of two drivers in the Qualifying Series, then one drive may be replaced or removed.
- (b) Where the driving team consisted of one driver in the Qualifying Series, then a driver may be added.

- 2.3.2** A Driver may only be entered to drive in one(1) One Hour Driving Team hence drive one(1) One Hour competing vehicle at the Championship. However, drivers may compete in both the One Hour and Three Hour races providing the provisions of Article 2.2.2 are met.

- 2.3.3** No elite-level drivers are permitted in the One Hour GT A Class.

- 2.4 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 TA2 and Howe GT cars
 - 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.
 - Any Marc cars
- Note:** *Similar cars to these listed above will be considered by The Club.*
- 2.4.1** Any other vehicle(s), in addition to those listed in Article 2.4 above, accepted for entry or invited to compete by the Inviting Club, will be eligible for the Championship.
- 2.4.2** Specifically excluded from this Championship 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 vehicles not accepted for entry into a Qualifying Series
- 2.5** All vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.
- 2.5.1** A safety cage is mandatory for all vehicles competing in the Championship. All safety cages shall be homologated by MotorSport NZ, 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).
- 2.5.2** All competing vehicles must, at the commencement of the qualifying session and the race, have both left hand and right-hand external mirrors fitted, in addition to the rear-view mirror as prescribed in Appendix Two Schedule A.
- 2.5.3** All Vehicles with two(2) drivers must have the equivalent of a Hella 83mm green 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 Driver 2 as specified on the Round Entry form is in the competing Vehicle. A light with more light output is also acceptable.
- 2.5.4** Carbon/Carbon brakes are not allowed on any competing vehicle. This does not include 'Original Equipment Manufacturer' (OEM) carbon ceramic brakes which are allowed.
- 2.5.5** Any vehicle may be subject to Balance of Performance restrictions decided by The Club's Technical Committee. These may include but are not limited to; air intake restrictions, weight additions and ride height restrictions.
- 2.6 Change of competing vehicle:** The competing vehicle may be replaced with another competition vehicle, eligible in accordance with Article 2.4 or 2.4.1 above, however the Driving Team must remain unchanged from that used in the Qualifying Series.

Note: A replacement vehicle is defined as one that has a different logbook to the original competition vehicle.

- 2.7** All Competitors / Entrants shall agree to submit their vehicle for eligibility / safety scrutineering inspections as and when required by the appointed Championship 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.

- 2.8** **Competing classes** will be determined by engine capacity as follows:

Class Eligibility	NIERDC	SIERDC
3501cc and over	Class 1	Class C
2001cc to 3500cc	Class 2	Class B
1601cc to 2000cc	Class 3	Class A
Up to 1600cc	Class 4	Class A

Note: Engine capacity equivalence factors will be applied as follows:

- Forced induction x 1.7
- Rotary engine x 1.8
- Diesel forced induction x 1.5

- 2.8.1** In addition to the above classes there be additional 'GT' classes as follows:

- **Class GT 'A':** For vehicles constructed as FIA GT3 specification 2007 or later, any CoTF spec Australian V8 Supercar, any Renault RS01, any Mosler, or any other vehicle at the sole discretion of the Club.
The minimum vehicle weight shall be 1250kgs (not including driver) when in Parc Ferme.
- **Class GT 'B':** for vehicles constructed as Porsche 991 Cup Car, any Ferrari 488 Challenge, any 2015 or newer Lamborghini Super Trofeo, any pre CoTF Australian V8 Supercar, any Renault Megane Trophy, any 2006 or older FIA GT3 specification vehicle, any space-framed vehicle, or any other vehicle at the sole discretion of The Club
- **Class GT C:** for vehicles constructed as Ferrari 430 & 458 Challenge Car, any Porsche 997 Cup Car, any 2014 or older Lamborghini Super Trofeo, any GT4 specification car, or any other vehicle at the sole discretion of the Club.

- 2.8.2** Any Porsche model 996 or older will not be classified as a 'GT' class vehicle and will be classified by its engine capacity, provided it was manufactured prior to 2007, and retains an H pattern gearbox.

- 2.8.3** The only Class GT 'A' vehicles permitted to run in the One Hour Race are FIA GT3 specification Vehicles that are 2014 or older. GT 'A' Vehicles with 2015 or newer factory updates are not permitted. The Driver and Vehicle combination must be approved by The Club's Committee prior to entry.

- 2.8.4** MotorSport NZ reserves the right to amalgamate or reorganise the class structure if less than five(5) entries are received for any one(1) class prior to the commencement of the Championship.

- 2.9 Fuel:** The only fuels authorised for use in competing vehicles is as per Appendix Two, Schedule A, Article 3.9 Fuel.

3. CHAMPIONSHIP PERSONNEL:

- 3.1** At the Championship the following personnel or their approved assistant/s shall have the responsibilities and authorities as set out below:

3.1.1 NZ Endurance Racing

Championship Coordinator: Amanda Tollemache
Mobile Phone No: 021 248 9335
Email: amanda@speedworks.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all administrative matters including receiving all entries, and
- (b) Liaise with MotorSport New Zealand on all matters pertaining to these articles.

3.1.2 NZ Endurance Racing

Championship Secretary: Amanda Tollemache
Mobile Phone No: 021 248 9335
Email: amanda@speedworks.nz

Who is responsible for and authorised by the Championship Coordinator to:

- (a) Assist the Championship Coordinator with administrative matters and regular information bulletins, and
- (b) Liaise with MotorSport New Zealand on matters pertaining to the Championship.

3.1.3 NZ Endurance Racing

Race Director: To be advised
Mobile Phone No:
Email:

Who is appointed and authorised by MotorSport NZ to be responsible for:

- (a) Ensuring compliance with MotorSport NZ National Sporting Code and its addendums, and the MotorSport NZ Race Championship Articles associated with the Championship, and
- (b) Undertaking duties and authorities outlined in NSC 78 & 79, and
- (c) Conducting Race Director briefing sessions, and
- (d) Conducting any inquiries necessary (including any hearings and inquiries held outside of the Championship event) to resolve any issues and imposing any penalties arising therefrom that may arise during the conduct of the Championship event, and
- (e) To be a Judge of Fact (starts and finishes).

3.1.4 NZ Endurance Racing

Championship Scrutineers:

Mobile Phone No:

Email:

Mike Macready

021 745 433

mike@motorsport.org.nz

Barry Carrington

027 441 8682

miniack@xtra.co.nz

Who shall have the duties and authority of a Championship Scrutineer as set out in the National Sporting Code and who is responsible for and authorised by MotorSport NZ to:

- (a) Deal with all technical matters pertaining to the Championship, and
- (b) Affix seals, as and when deemed appropriate, and
- (c) Inspect any competing vehicle within the Championship 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 Race Director/Clerk of the Course, any instances where a breach of the technical regulations has been identified, and
- (f) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (g) Liaise, in writing, with Event Officials and the Championship Coordinator on any scrutineering or technical conformity issue for the classes; and
- (h) Undertake Safety Audits including management of vehicle log books.

3.2 All correspondence shall be addressed to the Championship Coordinator who is authorised by MotorSport NZ to carry out all the necessary administrative duties for the Series.

4. CHAMPIONSHIP STRUCTURE:

4.1 The Championship will comprise the following Races:

Race Date	Venue	Race Duration	Organising Club
ONE HOUR			
8-9 April 2022	Hampton Downs Motorsport Park	1 hour	Speed Works Motorsport Club Inc
THREE HOUR			
8-9 April 2022	Hampton Downs Motorsport Park	3 hour	Speed Works Motorsport Club Inc

4.1.1 MotorSport NZ reserves the right to either cancel or amend any races of the Championship due to force majeure.

4.2 The Three Hour Race and the One Hour Race shall be separate races.

5. ROUND FORMAT:

5.1 Test Sessions; may be available to Drivers prior to the commencement of the Championship event and shall be subject to availability and track hire charges.

5.2 The Race Director in consultation with the Stewards, 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.

5.3 Practice and Qualifying session(s): Unless specifically permitted by the Race Director, all drivers must participate in either the Practice or Qualifying session(s).

- (a) Failure for driver(s) to participate in the Practice or Qualifying session (s), will result in their vehicle being required to start behind the last qualified vehicle within the class entered or in a position deemed appropriate by the Race Director.
- (b) If more than one vehicle is affected, the starting position of those vehicles will be determined by the vehicles qualifying time achieved by the other driver.

5.3.1 3 Hour:

- (a) There will be a minimum of one(1) timed Practice session as per the Event Schedule.
- (b) There shall be one Qualifying session with a minimum of thirty(30) minutes duration.
- (c) The driver who sets the time in Qualifying must start the race.

5.3.2 1 Hour:

- (a) There will be a minimum of one(1) timed Practice session as per the Event Schedule.
- (b) There shall be one(1) Qualifying session with a minimum of thirty(30) minutes duration.
- (c) 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. Where there are two drivers competing, the Series Coordinator must be notified of the vehicle number, driver name and their lap time no later than ten(10) minutes after the conclusion of the One Hour Qualifying session.
- (d) A compulsory pit stop to take place between ten(10) and fifty(50) minutes of the race duration. This stop must be done in accordance with Article 17.5.

5.4 Starting Positions: The starting grid positions shall be determined by the fastest times achieved in the Qualifying session by each competing Vehicle, fastest Vehicle to the front.

5.4.1 The Race Director may, at their discretion, use the times from the timed Practice to amend and or adjust grid positions, if deemed necessary for the purpose of safety.

5.5 Starting procedures;

5.5.1 One Hour: Shall be by 'rolling start' in a 2 x 2 formation in accordance with Appendix Four, Schedule Z – Article 8.3.

5.5.2 Three Hour:

- (1) The Pit Exit will open ten minutes prior to the start of the formation laps.
- (2) When instructed by an official, each Vehicle will leave for one(1) positioning lap to the grid. Drivers must not stop to carry out a practice start during this lap including when leaving Pit Exit. When each Vehicle arrives at the grid it must stop in its allocated position. When instructed by an official, pit crew may then approach.
- (3) When two(2) minutes remain before the formation laps, a warning will be sounded and a "2 Minute" board displayed by the Starter. The exit of the Pit Lane will be closed at this time. The grid will be cleared of all personnel.
- (4) When one(1) minute remains before the formation laps, a warning will be sounded and a "1 Minute" board displayed by the Starter.
- (5) Any Vehicle not having reached the rear of the grid by the "1 minute" signal must enter the Pit Lane from where it may start the race under the direction of an official after the field has passed.
- (6) When 30 seconds remain before the formation laps, a warning will be sounded and a "30 Second" board will be displayed by the Starter.
- (7) When the green flag is displayed or the green lights are illuminated by the Starter, each Vehicle may then proceed on to two formation laps led by the Safety Car.
- (8) Schedule Z 8.3 (2) and (3) shall then apply.

5.6 Races; For both races, the Race winner(s) will be the Driving Team who has completed the most laps 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.

5.6.2 Red Flag; will only be displayed at the instruction of the Race Director.

- (1) During Practice or Qualifying, all vehicles must proceed to the Pit Lane.
- (2) During Races, all vehicles must proceed to the Red Flag control line and Parc Fermé rules apply to all vehicles. No work or repairs are authorised to be made whilst the vehicle is on circuit with the exception of assisting the driver and to open the vehicle for ventilation.
- (3) Any vehicle either in the pit lane or pit garage prior to the red flag being displayed are able to be worked on during this period.
- (4) No driver change is permitted during a red flag period unless the vehicles had entered the pit lane or pit garage prior to the red flag being displayed.

5.7 Safety Car Procedures:

5.7.1 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. No further repositioning of vehicles shall occur. If

the highest placed Vehicle on the circuit subsequently pits, then the remaining vehicles shall continue in the order they are lined up behind the Safety Car.

- 5.7.2** 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.
- 5.7.3** 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. Once the green flags are displayed, racing starts, and you may pass at any point on the circuit.
- 5.8** 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.
- 5.9** 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. INQUIRIES, PROTESTS and APPEALS:**
- 6.1** Any inquiries should be lodged in accordance with the NSC, Schedule Z Article 19 and the Competitor shall advise as a matter of courtesy, the Championship Coordinator and the Competitor Relations Officer.
- 6.2** Any protests or appeals should be lodged in accordance with the NSC and the Competitor as a matter of courtesy, shall advise the Championship Coordinator and the Competitor Relations Officer
- 6.3** Competitors/ Entrants have the right to lodge a Protest/s in accordance with NSC Part IX – Protests.
- 6.4** Competitors/ Entrants have the right to lodge an Appeal in accordance with NSC Part XI – Appeals.
- 7. CHAMPIONSHIP ENTRY:**
- 7.1** Entry into the Championship should be made through the online Speed Works portal. By entering the Championship, all Competitors agree to comply with these Articles, those of the National Sporting Code and any Supplementary Regulations which may be published in relation to the Championship.
- Note:** *Contact the Championship Secretary for the entry form if you require a paper version.*
- 7.2** Eligibility into the Championship is as follows, and is in order of priority:
- (1)** Any competing vehicle from the 2021 North Island Endurance Racing Series and 2021 South Island Endurance Racing Series with the Top 20 Vehicles from each Series having priority.
 - (2)** Any vehicle that entered a 2021 South Island Endurance Series round but could not compete due to COVID-19 regional restrictions.

(3) Any current member of the South Island Endurance Series, or the North Island Endurance Racing Drivers Club.

(4) Entry by invitation from the North Island Endurance Racing Drivers Club.

7.3 MotorSport NZ reserves the right to cancel the Championship if less than twelve(12) entries are received.

7.4 The Championship Secretary will allocate competition numbers to all Competitors in the Championship. These will be advised on the acceptance of entry. Competitors may request their Qualifying Series number (with preference given to the host Inviting Club qualifiers in the case of duplicate requests), and excepting numbers '1' '2' and '3' which will be allocated (in that order) to last season's Championship 1st, 2nd and 3rd overall placed. All competition numbers shall comply with the prescriptions of Appendix Two, Schedule A Article 6.2 – Competition Numbers.

8. CONDITIONS OF ENTRY:

8.1 The Competitor/Entrant, by entering the Championship, is deemed to be in acceptance of these Championship 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.

8.2 The Competitor/Entrant, by entering the Championship, is deemed to be in acceptance of, and will at all times comply with, any specific requirements of the official Championship Sponsor, as detailed within these Articles.

8.3 All other eligibility queries shall be determined by MotorSport New Zealand in consultation with the Inviting Club.

9. AWARDS:

9.1 The following awards will be presented at the annual MotorSport NZ Awards Function unless otherwise agreed:

(1) **3 Hour Endurance Champion:** The overall winner of the 3 Hour Endurance Championship will be awarded the MotorSport New Zealand 3 Hour Endurance Championship Trophy.

(2) **1 Hour Endurance Champion:** The overall winner of the 1 Hour Endurance Championship shall receive a MotorSport New Zealand 1 Hour Endurance Championship Trophy.

9.2 **Class Champions:** The presentation of Class Championship Awards shall be made at the conclusion of the Championship, at a time and place and in a manner as specified by the Inviting Club. The following awards may be presented:

- **Overall Champion – 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 1 (Class C) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.

- **Class 2 (Class B) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 3 (Class A) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 4 (Class A) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'A' (Class E) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'B' (Class D) Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'C' Champion - 3 Hour Endurance Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Champion – 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 1 (Class C) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 2 (Class B) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 3 (Class A) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class 4 (Class A) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT "C" Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'B' (Class D) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.
- **Class GT 'A' (Class E) Champion - 1 Hour Race Championship** which will be awarded to the winning Driving Team based on the official race results that constitutes the Championship.

Note: *In order for 2nd and 3rd place to be awarded there needs to be a minimum of five(5) vehicles entered within that class.*

9.3 **"North vs South"** trophies will be awarded to the Qualifying Series in both the 1 Hour and 3 Hour race with the highest accumulated points in accordance with 9.3.1 and 9.3.2.

- 9.3.1** Points will only be awarded to equally entered vehicles from each Series, ie If only four vehicles competed in the 1 Hour Race from the South Island Endurance Series, and seven vehicles competed from the North Island Endurance Series, then only the top four from each Series will be awarded points.

9.3.2

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

Reducing by 1
point per place
thereafter

10. PARC FERMÉ:

- 10.1** Unless otherwise instructed, at the conclusion of the races, as per 5.7.2, drivers will be required to drive their competing vehicle directly (and without any team personnel/crew intervention) to the designated Parc Fermé, 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.

- 10.2** The only people allowed into the Parc Fermé area are the driver(s) of the vehicles and one(1) team member per vehicle who shall only assist the driver and open the vehicle for ventilation.
- 10.3** The Championship Scrutineer may, at their discretion, authorise entry of additional team personnel for the purposes of vehicle eligibility inspections.
- 10.4** During a red flag situation, vehicles lined up in the fast lane of the pit lane (for Practice and Qualifying) and vehicles at the red flag control line (during a Race) shall be deemed to be in Parc Fermé conditions. Any Vehicle removed from the pit lane must remain in Parc Fermé conditions, unless withdrawing from the event. The only Vehicles able to be worked on are those who have already entered the pit entry road when the red flag was first displayed.

11. DECALS:

- 11.1** The Qualifying Series reserves the right to provide sponsors windscreen and/or door banners and/or decals for the Championship, which must be displayed on each vehicle.

- 11.2** Decals shall be supplied by each Qualifying Series and applied to the reserved spaces as detailed in each Qualifying Series' Accredited Articles.
- 11.3** **Class Identification Decal:** Each vehicle shall display a coloured class identification decal, supplied by the Inviting Club, positioned at the top left-hand side of the windscreen.
- 11.4** One set of decals shall be supplied free of charge, any additional decals required will be charged for at the current rates.
- 11.5** Additionally, where specified, competition number sets shall comply with the requirements Schedule A, Part One, Article 6.2, and (on Saloons) the Driver's name should appear on both rear side windows.
- 12. TELEVISION AND IN-CAR CAMERAS:**
- 12.1** Competitors / Entrants may install an in-car camera (highly recommended) for use during the Championship in accordance with Schedule A Part 1, Article 6.4.
- 12.2** All in-car camera installations shall be subject to inspection and approval by the Championship Scrutineer(s) and/or Chief Scrutineer of the Meeting.
- 12.3** Competitors may be allocated in-car cameras to assist with broadcast commitments and agree to comply with all reasonable requests made by the Championship Coordinator as to mounting and testing, and will treat these cameras with all reasonable care.
- 12.4** Competitors with any in-car cameras that are fitted must make their footage available to the Race Director if so requested.
- 13. PIT GARAGE CONDITIONS AND TYRE WARMING:**
- 13.1** Any competitor is able to decorate their pit garage. No alteration requiring drilling, welding or modifications to the pit garage is permitted.
- 13.2** 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.
- 13.3** Folding brackets, flexible supports for air, fuel or lighting must:
- (a)** Not extend beyond the outer limit of the "working lane"
 - (b)** Be situated at least 2 metres above the ground.
- 13.4** Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place. The conformity of the installations of the air bottles may be checked at any moment.
- 13.5** **Equipment for warming the tyres:**
- 13.5.1** Non-electrical (combustion heated) tyre warming tents are allowed but must be in the open area immediately behind the pits, and a fire extinguisher must be permanently on hand close to the equipment when it is operating.

13.5.2 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 must be on hand close to the electrical equipment at all times when in operation.

14. PIT BAYS & PIT LANE CONDITIONS:

14.1 No work is to be conducted on any vehicle or by any personnel unless they are located in the “working lane” or on the pit bay control line itself.

14.2 The organisers may allocate a Pit Bay to more than one Vehicle.

14.3 Unless a team is sharing another team’s fuel rig, each Vehicle may only make pit stops in the pit lane in front of the Pit Bay allocated to the Vehicle by the Organisers.

14.4 A Vehicle that stops in Pit Lane that cannot reach its Pit Bay under its own power may be pushed to its Pit Bay by the nominated pit stop personnel or the competitor as outlined in Article 16.1.

14.5 A Vehicle that overshoots its Pit Bay may stop in the Pit Lane but may not select reverse gear and must be pushed back to its Pit Bay.

15. PIT STOP GENERAL

15.1 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 vehicle is released. The driver change can happen at any phase.

15.2 Rotary booms are prohibited. This is where a boom has a spike or wheel gun line with a swivel fitting in the boom.

15.3 It is compulsory to use solid incompressible components capable of supporting the vehicle in the event of a failure of jacking equipment. The components must be placed under the vehicle at all times when any person is working on the vehicle in a manner that involves any part of their body (other than hands and forearms) being under part of the vehicle. Specifically excluded from this rule are standard wheel changing operations.

16. PIT STOP PERSONNEL

Note: *All competitors, entrants and team’s pit crew are to be familiar with the Code of Practice for Motorsport Fuel – Storage and Handling, which may be viewed on the MSNZ website.*

16.1 Each team is authorised a maximum of nine(9) pit crew members who must sign the pit stop crew indemnity form and are the only team personnel allowed to cross the “pit bay control line” in pit lane, subject to the specific pit stop rules. Pit Stop Personnel may include the Dedicated Vehicle Controller, Dedicated Fire Marshall, Dedicated Driver Assistant, Deadman valve operator, wheel changing crew, and fuelling crew.

- 16.2** No team may have more than three(3) pit crew over the pit bay control line to carry out Permitted Work on the vehicle at any time. This includes any pit crew extremities. This does not include the Dedicated Vehicle Controller, Dedicated Fire Marshall, Dedicated Driver Assistant and the Deadman Valve Operator. The only exception to this rule is vehicles with multi stud wheels, see Article 20.4(b).
- 16.3** All pitstop personnel for the duration of each pitstop must wear approved safety apparel as set out below:
- (1)** Overalls*, socks, shoes, gloves and a balaclava complying with the standards set out in Appendix Two, Schedule A, Part One, Part A or B of Chart (1) in Article 4.3(1), minimum of Level B of the MSNZ National Sporting Code.
- *Alternatively, overalls complying with Appendix Two, Schedule A, Part One, Article 4.3(1), Chart (1), Level C of the MSNZ National Sporting Code may be worn but must be worn in conjunction with long sleeve underwear complying with the standards set out in Appendix Two, Schedule A, Part One, Article 4.3(1), Chart (1), minimum of Level B of the MSNZ National Sporting Code.
- (2)** The Refuelling Crew, Dedicated Fire Marshal and Deadman Valve Operator must also wear safety goggles and approved shoes complying with Appendix Two, Schedule A, Part One, Article 4.3(1), minimum of Level B of the MSNZ National Sporting Code.
- 16.4** **Dedicated Vehicle Controller:** Is optional, if there is a Dedicated Vehicle Controller, they must stand in front of the Vehicle, in clear view of the driver at all times. The Dedicated Vehicle Controller may be in a position in Pit Lane to assume control of the vehicle one(1) lap before the vehicle crosses the Control Line at Pit Entry. The Dedicated Vehicle Controller is responsible for the safe release of the vehicle into pit lane after the completion of all pitstop duties. The Dedicated Vehicle Controller must not touch the vehicle unless pushing it and must stay in a visible position to the driver at all times.
- 16.5** **Dedicated Driver Assistant:** Can assist with each Driver Change that takes place. Assistance includes but is not limited to disconnecting/connecting/adjusting belts, seat, pedal box, steering wheel, helmet, radio, drink bottle and window nets. This person must only assist the driver and will not be included in the three(3) pit stop crew allowed across the pit bay control line as outlined in Article 16.2.
- 16.6** **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 Dedicated Fire Marshal may not take part in any refuelling or work and may only cross the Pit Bay Control Line to inspect the Vehicle and extinguish a fire or potential fire source. The fire extinguisher safety pin must be removed during the pitstop.
- 16.7** **Dedicated overhead rig valve operator:** All teams using deadman overhead refuelling systems shall have a dedicated person whose sole responsibility is to operate the self-closing valve. This person sole responsibility is to man the overhead rig self-closing valve. Once refuelling has finished and the valve is closed, they may join the Wheel Crew.
- 16.8** 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.

17. PIT STOP DRIVER CHANGES:

- 17.1** 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 or Major Works is being carried out.
- 17.2** The Vehicle must come to a complete stop prior to the driver's safety harness being unfastened. The Vehicle may not leave the pit bay until the safety harness has been fully refastened.
- 17.3** All driver safety harnesses belts must, at all times, securely fastened when the vehicle is moving under its own power.
- 17.4** The attachment of elastic retractors or cords on the shoulder harness straps for use during a driver change is strictly prohibited.

17.5 PIT STOPS SPECIFIC TO THE ONE HOUR RACE

- 17.5.1** As outlined in Article 5.3.2(d), a Compulsory Timed Pit Stop of 45 seconds is to have started between ten(10) and fifty(50) minutes of the race duration.
- 17.5.2** The Vehicle must have crossed the speed restriction line at pit lane entry after the pit window opens and prior to the pit window closing.
- 17.5.3** The Vehicle must have come to a complete stop outside their Pit Garage prior to the commencement of the CTPS.
- 17.5.4** This stop is not permitted under red flag conditions.
- 17.5.5** During the Compulsory Timed Pit Stop outlined above, either:
- (a)** A driver change is to be made,
 - or,
 - (b)** If no driver change is made, the competitor may remain in the vehicle for the duration of the CTPS in either the pit lane or pit garage.

Note: *It is advisable that the CTPS is video recorded for proof of time if it is questioned.*

- 17.5.6** Permitted Work may be carried out on the vehicle during the CTPS.

18. PERMITTED WORK:

- 18.1** Means refuelling, changing wheels, driver change, minor repairs and maintenance.
- 18.2** It must be work which can be completed in Pit Lane within a maximum of five(5) minutes.
- 18.2.1** Major works such as replacing the cooling system/engine/driveline/suspension components must be completed in the pit garage or pit paddock.

18.3 No team may have more than three(3) pit crew over the pit bay control line to carry out Permitted Work on the vehicle at any time. This includes any pit crew extremities. This does not include the Dedicated Vehicle Controller, Dedicated Fire Marshall, Dedicated Driver Assistant, and the Deadman Valve Operator.

18.3.1 The only exception to this rule is Vehicles with multi stud wheels, see Article 20.4(b).

19. REFUELLING & DEFUELLING:

19.1 Only three pit crew members are permitted to cross the pit bay control line to complete the fuelling operations of the vehicle. These pit crew can be involved in the fuelling process and are known as the 'Refuelling Crew'. The Dedicated Fire Marshall, Deadman Valve Operator, Dedicated Vehicle Controller and Dedicated Driver Assistant are not included in the 'Refueling Crew'.

19.2 If the Vehicle has onboard jacks, a member of the Refuelling Crew may "spike" and raise the vehicle before refuelling commences.

19.3 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 vehicle leaving the pit refuelling area

19.4 All members of the Refuelling Crew must return behind the pit lane control line before the wheel changing phase begins.

19.5 All vehicles (except those using 'dry-break' systems) must stop their engines for the duration of the refuelling process. The engine can be restarted when the refuelling phase is complete.

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

19.7 Refuelling:

19.7.1 Once the race is underway all refuelling must only be carried out in the working lane of your dedicated Pit Bay for those vehicles competing in the race.

19.7.2 A grounding (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 Crews' responsibility to attach and remove 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.

19.7.3 An additional fully serviced operable dry chemical fire extinguisher of minimum capacity of 9kg shall be placed in a clear space near to the fuel container and all Pit Stop Personnel shall be familiar as to the operation of the extinguishers.

19.8 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.

19.9 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.

- 19.9.1** Overhead systems shall be earthed and the maximum height of the refuelling rig shall be no more than two(2) meters above the ground. Please refer to Code of Practice for MotorSport Fuel Handling – Appendix C – Part 2 – REFU002 (b).
- 19.9.2** All overhead systems must have an automatic self-closing valve (dead-mans handle) and one team pit crew member must be assigned as the sole operator of this valve during the refuelling process (Refer Article 16.5).
- 19.9.3** The fuel delivery hose may only be moved into pit lane from the pit garage a maximum of three(3) minutes prior to any pit stop. While in pit lane, the fuel delivery hose must at all times be attended by the Refuelling Crew.
- 19.10** The Organisers reserve the right to inspect and approve all refuelling and safety equipment prior to it being used.
- 19.11** **Defueling:** All defueling of vehicles must be done in accordance with the MotorSport New Zealand – Code of Practice for Motorsport Fuel.

20 WHEEL CHANGING

- 20.1** 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.
- 20.2** The wheel changing phase can only begin once the refuelling phase has completed and all refuelling crew are behind the pit bay control line.
- 20.3** 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.
- 20.3.1** If external jacks are to be used, it is permitted to use a maximum of (two)2 external jacks in the wheel phase of the pit stop, but two(2) wheels of the vehicle must stay in contact with the ground at all times.
- 20.4** 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.

- 20.5** At all times during the wheel changing phase, all wheels that are being changed must be under full control of the Wheel Crew. Any wheel which rolls out of or down the “Working Lane” may result in a penalty.
- 20.6** From the time the vehicle leaves the ground until the vehicle has returned to the ground, the driving wheels must remain stationary at all times.
- 20.7** During the wheel changing phase any other Permitted Work may be carried out.

21 FUEL TANKS:

- 21.1** Vehicle fuel tanks shall be in compliance with Appendix Two, Schedule A Article 4.12.

- 21.2 Vehicle Fuel 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 21.2.2.

- 21.2.1** It is the competitor’s responsibility to ensure:

- (1) their vehicle does not exceed the maximum authorised vehicle fuel storage capacity as defined in Article 21.2, and
- (2) 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
- (3) an appropriate length of hose is provided to allow the test equipment to be placed on level ground beside the vehicle and it shall have the correct type of connector for use by the appointed Scrutineer, and
- (4) 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.

21.2.2 Checking Procedure for Vehicle Fuel Storage Capacity:

- (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 vehicles 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 21.2.1(2))

above) by the normal operation of the vehicle's fuel supply system.

- (4) Measurement will be made by the use of a MotorSport New Zealand approved device.
- (5) Measurement may be made either before the race or following the race and the fuel tank may be sealed.
- (6) Provision must be made on any safety fuel cell access plate for the application of seals as detailed in Article 21.4

21.3 The amount of fuel stored in or immediately adjacent to each team pit area (in pit lane) must not exceed 209 litres.

21.4 Sealing of fuel tanks:

21.4.1 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.

21.4.2 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.

21.4.3 Regardless of the results of the fuel capacity check carried out under Article 21.2.2 the Championship 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.