

ACCREDITED SERIES ARTICLES GOVERNING THE 2022 GOLDEN HOMES NORTH ISLAND 2 HOUR ENDURANCE SERIES

PREAMBLE:

The North Island Endurance Racing Drivers Club Incorporated here in and referred to as The Club, declares the following articles to be those governing the 2022 Golden Homes North Island 2 Hour Endurance Series.

The Series is held under a MotorSport New Zealand Accredited Permit No: **220250**

The Series is organised and held in accordance with the current MotorSport NZ National Sporting Code, the Standing Regulations applicable to all Races (Schedule Z) 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.

Due to the volume of changes, this document should be read in its entirety.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

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:

“The Club” or **“NIERDC”** means the North Island Endurance Racing Drivers Club Inc; and

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

“Driver Assistant” means a member of the ‘Pit Stop Crew’ (as outlined in Article 11 of these Accredited Series Articles) who assists 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; and

“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 here](#)), 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. No work is to be conducted on the car or by any personnel located in this area or on the line itself; 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 Motorsport Club Inc; and

“The Series” means the 2022 Golden Homes North Island 2 Hour Endurance Series; and

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 DRIVER ELIGIBILITY:

3.1.1 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 Tasman Visas may enter any of the NZ Race Series and be eligible for awards.*

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

3.1.3 There are no restrictions on the number of Drivers, or minimum driving time for each Driver. Those nominated to drive each competing car at each Round of the Series and will be known as the "Driving Team".

3.1.4 Elite Level Drivers, as defined by The Club, are permitted to compete however only one(1) Elite-Level driver is permitted per Driving Team at each Round of the Series.

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

3.2 VEHICLE ELIGIBILITY:

3.2.1 Eligible Vehicles are; 'Closed' Saloons, Closed GT variants and Closed Sports Cars, all of Series Production manufacture with total monocoque construction.

3.2.2 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
- Cars constructed as FIA GT3 specification
- Any CoTF spec Australian V8 Supercar
- Any Porsche 997 or 991 Cup Car, any Ferrari Challenge car (488 spec or earlier), any pre-CoTF Australian V8 Supercar, any Australian MARC car, any FIA GT4 car and any TCR cars
- Any other space-framed cars unless specifically approved by the Club
- Any other cars not accepted for entry by the Club.

3.2.3 Competing Classes will be determined by engine capacity as follows:

(a) Class A: 3501cc+

(b) Class B: 2001 to 3500cc

(c) Class C: up to 2000cc

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

- *Forced induction* x1.7
- *Rotary engine* x1.8
- *Diesel forced induction* x1.5

3.2.3.1 Vehicles must not produce a lap time faster than the following break out lap times:

(a)	Hampton Downs International Circuit	01:48.000
(b)	Hampton Downs National Circuit:	01:13.000
(c)	Pukekohe (long circuit):	01:13.000
(d)	Pukekohe (short circuit):	01:05.000
(e)	Taupo:	01:39.000
(f)	Manfeild:	01:15.000

3.2.4 The Club reserves the right to:

- (a)** invite any other Vehicle(s) to compete, in addition to those listed in Article 3.2.3 above.
- (b)** decline any entry or any Vehicle(s) into the Series, in accordance with the provisions of NSC21 and Article 5.1.1 below.
- (c)** amalgamate or reorganise the class structure if insufficient entries are received for any one class prior to the first round of the Series.

3.2.5 All Vehicles shall comply with Appendix Two, Schedule A – Driver and Vehicle Safety as detailed in the current edition of the MotorSport Manual.

3.2.6 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).

3.2.7 All Vehicles must have both left and right hand external mirrors fitted at the start of the race, 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.

3.2.8 All Vehicles with two(2) drivers must have the equivalent of 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 Driver 2 as specified on the Round Entry form is in the competing Vehicle. A light with more light output is also acceptable.

3.2.9 Carbon/Carbon brakes are not allowed on any competing vehicle. This does not include ‘Original Equipment Manufacturer’ (OEM) carbon ceramic brakes which are allowed.

3.2.10 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 addition’s and ride height restrictions.

3.2.11 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.

3.2.12 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.

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: Gary Lathrope
Mobile Phone No: 027 452 2991
Email: gary@gr8events.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 the Round Organiser on all matters pertaining to these Articles, and
- (d) Ensure correct placement of decals on Vehicles contesting the Series

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: Rachael Murray
Mobile Phone No: 021 999 664
Email: rachael@gr8events.co.nz

4.1.3 North Island Endurance Series Scrutineer:

Series Scrutineer: TBA
Phone No: TBA
Email: TBA

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 enquiries 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.

Note: *The Series Scrutineer may appoint an assistant/s to assist with technical duties in connection with the Series.*

5. SERIES ENTRY:

5.1 Entry into the Series shall be made on the Series Entry Form and submitted to the Series Secretary for acceptance. Application Forms for Club Membership and Series Entry are available from the Series Secretary.

5.1.1 The Series reserves the right to accept or decline entries into the series as per NSC 21.

5.2 By entering the Series, the Competitor / Entrant:

- (1)** Are deemed to be in acceptance of these Articles as they are presented, and
- (2)** Agree to comply with these Articles and those of the National Sporting Code, and
- (3)** 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.

5.3 The Club reserves the right to cancel any Round of the Series if less than thirty(30) entries are received, without affecting in any way its power to award any title.

5.4 Should entries received for each Round 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)** To those Competitors who are competing in all Rounds of the 2022 Golden Homes North Island 2 Hour Endurance Series, determined by those who have pre-entered all Rounds prior to the close of normal entries, followed by,
- (2)** 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.

5.5 The Club will assign competition numbers to all Competitors in the Series which will be advised on the acceptance of membership. Numbers '1' '2' and '3' will be assigned (in that order) to last season's Series 1st, 2nd and 3rd overall placed.

6. SERIES STRUCTURE:

6.1 The Series shall comprise of the following Rounds:

Round	Date	Venue	Round Organiser
1	7-8 May 2022	Pukekohe Park Raceway	Speed Works Motorsport Club Inc
2	27-28 May 2022	Taupo International Motorsport Park	Speed Works Motorsport Club Inc
3	17-18 June 2022	Hampton Downs Motorsport Park	Speed Works Motorsport Club Inc

6.1.2 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.

6.1.3 The Organiser / Club reserves the right to combine the 2022 Golden Home 2 Hour Endurance Series Race with the 2022 Golden Home 3 Hour Endurance Series and/or 2022 Golden Homes 1 Hour Endurance Series Race if entry numbers are not sufficient. In this case, this will be notified in either Supplementary Regulations Part Two, or via an Official Bulletin, alongside any specific race procedures.

7. ROUND FORMAT:

7.1 Practice and Qualifying Sessions: There shall be a minimum of one(1) Practice session and one(1) Qualifying session, each of a minimum of twenty(20) minutes duration.

7.1.1 Where there are two or more drivers, each Driver shall participate in the Practice session or Qualifying session.

7.2 Races: there shall be one(1) Race of one-hundred and twenty(120) minutes duration.

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

7.3.1 Where there are two(2) or more drivers:

- (a) The driver who sets the time in Qualifying must start the Race.
- (b) Failure of either Driver to compete in the Practice or Qualifying session will result in the Vehicle being required to start behind the last qualified car within the class entered or in a grid position deemed appropriate by the Clerk of the Course.
 - (i) If more than one Vehicle is affected by the provisions of Article 7.3.1 (b). the starting position of those Vehicles will be determined by the fastest time achieved in the Practice session.
- (c) 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 Qualifying session.

7.3.2 The Clerk of the Course may, at their discretion, use the times from the Practice session to adjust grid positions if deemed necessary, for the purpose of safety.

7.4 Starting Procedures: The start of the Race will be by “Rolling Start” in a 2x2 formation in accordance with Schedule Z – Article 8.3.

7.5 Safety Car Procedures:

- (1) If 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.
- (2) The Safety Car shall be used at least until the majority of the field, as determined by the Clerk of the Course are lined up behind it.
- (3) Racing will recommence when the start signal (a green light or flag) is displayed. Once displaying Drivers can pass at any point on the circuit. Once the start signal has been given all flag points will simultaneously display the green signal for approximately ten(10) seconds.

7.6 Compulsory Timed Pit Stop: A CTPS of 180 seconds is to have started between ten(10) and one-hundred and ten(110) minutes of the race duration.

- (1) 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.

- (2) The Vehicle must have come to a complete stop outside their Pit Garage prior to the commencement of the CTPS.
 - (3) This stop is not permitted under red flag conditions.
 - (4) During the Compulsory Timed Pit Stop:
 - (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.*
- (5) Permitted Work (or Major Works if in the Pit Garage) may be carried out on the vehicle during the CTPS.

7.7 Finishing Procedure: The last lap board will be shown to the lead Vehicle after 1 hour and 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.

7.8 Race Winner: For each 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.

7.9 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.

7.10 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.

8. PIT GARAGE CONDITIONS AND TYRE WARMING:

8.1 Any competitor is able to decorate their pit garage. No alteration requiring drilling, welding or modifications to the pit garage is permitted.

8.2 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.

8.3 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.

8.4 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.

8.5 Equipment for warming the tyres:

- 8.5.1** 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.
- 8.5.2** 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.

9. PIT BAYS & PIT LANE CONDITIONS:

- 9.1** No work is to be conducted on any vehicle or by any personnel unless they are located in the "working lane" or the Pit Garage.
- 9.2** The organisers may allocate a Pit Bay to more than one Vehicle.
- 9.3** 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.
- 9.4** 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 as outlined in Article 11.1.
- 9.5** 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.
- 9.6** Any person may push a vehicle in Pit Lane, except the driver who has come in for the Pit Stop.

10. PIT STOP GENERAL

- 10.1** 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.
- 10.2** Rotary booms are prohibited. This is where a boom has a spike or wheel gun line with a swivel fitting in the boom.
- 10.3** 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.

11. 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.*

- 11.1** 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.

11.2 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 15.4(b).

11.3 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.

11.4 **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.

11.5 **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 11.2.

11.6 **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. 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.

(1) If refuelling is not taking place, the Dedicated Fire Marshall must be equipped with a recently serviced, full and operational dry-chemical fire extinguisher with a minimum capacity of 4.5kg. The fire extinguisher safety pin must be removed during the pitstop.

(2) If refuelling is taking place, the Dedicated Fire Marshall must be equipped with a recently serviced, full and operational dry-chemical fire extinguisher with a minimum capacity of 9kg. The fire extinguisher safety pin must be removed during the pitstop.

11.7 **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.

11.8 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.

12. PIT STOP DRIVER CHANGES:

12.1 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.

12.2 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.

12.3 All driver safety harnesses belts must be securely fastened when the vehicle is moving under its own power.

12.4 The attachment of elastic retractors or cords on the shoulder harness straps for use during a driver change is prohibited.

13. PERMITTED WORK:

13.1 Means refuelling, changing wheels, driver change, minor repairs and maintenance.

13.2 It must be work which can be completed in Pit Lane within a maximum of five(5) minutes.

13.2.1 Major works such as replacing the cooling system/engine/driveline/suspension components must be completed in the pit garage or pit paddock.

13.3 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.

13.3.1 The only exception to this rule is Vehicles with multi stud wheels, see Article 15.4(b).

14. REFUELLING & DEFUELLING:

14.1 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'.

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

14.3 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

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

14.5 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.

- 14.6** If the pit stop is to include refuelling, the refuelling phase must be completed first.
- 14.7 Refuelling:**
- 14.7.1** 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.
- 14.7.2** 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.
- 14.7.3** 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.
- 14.8** 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.
- 14.9 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.
- 14.9.1** 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).
- 14.9.2** 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 11.7).
- 14.9.3** 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.
- 14.10** The Organisers reserve the right to inspect and approve all refuelling and safety equipment prior to it being used.
- 14.11** For any pit stops additional to the CPTS, refueling may take place but no more than 20 litres of fuel can be added in each pit stop.
- 14.12 Defueling:** All defueling of vehicles must be done in accordance with the MotorSport New Zealand – Code of Practice for Motorsport Fuel.

15 WHEEL CHANGING

- 15.1** 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.

- 15.2** The wheel changing phase can only begin once the refuelling phase has completed and all refuelling crew are behind the pit bay control line.
- 15.3** 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.
- 15.3.1** 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.
- 15.4** 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.
- 15.5** 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.
- 15.6** 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.
- 15.7** During the wheel changing phase any other Permitted Work may be carried out.

16 FUEL TANKS:

- 16.1** Vehicle fuel tanks shall be in compliance with Appendix Two, Schedule A Article 4.12.
- 16.2 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 16.2.2.
- 16.2.1** 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 16.2, 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.

16.2.2 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 16.2.1(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 16.4.

16.2.3 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

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

16.4 Sealing of fuel tanks:

16.4.1 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.

16.4.2 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.

16.4.3 Regardless of the results of the fuel capacity check carried out under Article 16.2.2 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.

17. PARC FERME:

17.1 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.*

17.2 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.

17.3 The Series Scrutineer may, at their sole discretion, authorise entry of additional team personnel for the purposes of Vehicle eligibility inspections.

18. PENALTIES, PROTESTS AND APPEALS:

18.1 Penalties shall be applied in accordance with the prescribed articles of NSC Part VIII - Penalties.

18.2 The Series Coordinator shall have the authority as set out in NSC – Part VII Article 80.

18.3 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.

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

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

18.6 PENALTY SCHEDULE

	OFFENCE	STANDARD PENALTY
18.6.1	Driver pushing vehicle in pit lane.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.2	Breach of Driver Change Regulations as set out in these Series Articles.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty

18.6.3	Failure to Pit in front of allocated pit bay (in accordance with Article 9.3)	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.4	Using reverse gear in pit lane, in any session or race.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.5	More than the allowable number of pit crew members across the pit bay control line.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.6	Breach of pit bay control line regulations.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.7	Failure by the pit crew to wear the required safety apparel.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.8	Starting permitted work prior to the Vehicle coming to a complete stop.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.9	Exceeding the maximum allowable fuel capacity.	Exclusion from the race.
18.6.10	Driving wheels not remaining stationary during the Wheel Changing phase in accordance with Article 15.6.	Practice and Qualifying Start from Pit Exit for the Race. Race Up to 60 seconds time penalty
18.6.11	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.
18.6.12	First break out lap	Qualifying Loss of fastest Qualifying time in the session, and moved three (3) grid places back (based on fastest valid Qualifying time) in starting grid for Race Race Black / White flag with your car number
18.6.13	Second break out lap	Qualifying

		Moved to back of the grid Race 10 second Time Penalty
18.6.14	Third break out lap and thereafter	Qualifying Moved to back of the grid Race Drive through Penalty
18.6.15	Failure to complete the Compulsory Timed Pit Stop	Exclusion from the Race

19. POINTS:

19.1 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.

19.2 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		

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

- (1)** For every Vehicle that qualifies for the Race, but does not start, that competing Vehicle's Driver(s) will receive 10 points.
- (2)** For every Vehicle that starts the Race, that competing Vehicle's Driver(s) will receive an additional 20 points.

19.4 At the conclusion of the season, point scores from a Team's worst points scoring round from either Round 1, 2 or 3, will be excluded from the final points total.

19.5 If a Driver changes their Vehicle during the Season, points shall carry over providing they stay within the same Class.

20. AWARDS:

20.1 Unless the provisions of Article 3.2.4(c) apply, there will be a total four (4) awards which will be awarded in accordance with Article 19.1; namely:

- (a) Overall Champion – 2022 North Island 2 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points
- (b) Class A Champion - 2022 North Island 2 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class A

- (c) **Class B Champion - 2022 North Island 2 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class B
 - (d) **Class C Champion – 2022 North Island 2 Hour Endurance Series** which will be awarded to the Driver(s) who have gained the highest aggregate of points in Class C
- 20.2** The Series winners shall receive any trophies/prizes and/or other rewards that accompany the award titles, subject to Article 20.1.
- 20.3** 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.
- 20.4** **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.

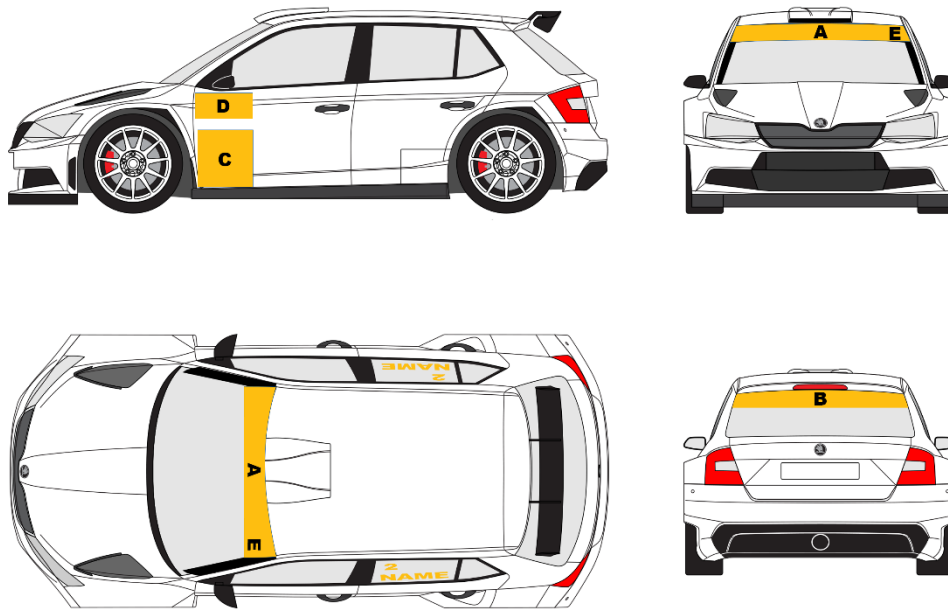
21. TELEVISION AND IN-CAR CAMERAS:

- 21.1** It is highly recommended that in-car cameras are installed to assist with any inquiries. All in-car camera installations shall be subject to inspection and approval by the Series Scrutineer and/or Chief Scrutineer of the Meeting.
- 21.2** Competitors allocated series 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.
- 21.3** 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.

22. DECALS:

- 22.1** 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.
- 22.2** One set of decals shall be supplied free of charge by the Series and applied to the reserved spaces detailed in Appendix One. 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
Within proximity to the side number on both sides of the vehicle	MotorSport New Zealand Accredited Series decal
Top left corner of windscreen banner	Coloured class decal



- 22.5** All Competitors shall ensure that their competition Vehicle and apparel have the specified spaces reserved as described in Article 22.2 above.
- 22.6** Competition number sets shall comply with the prescriptions of Appendix Two, Schedule A, Article 6.2 – Competition Numbers.
- 22.7** On saloons, the Driver’s name should appear on both rear side windows.
- 22.8** 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.

These Accredited Series Articles are issued for 2022 Golden Homes North Island 2 Hour Endurance Series by the Administration.

Elton Goonan
 CEO
 MotorSport New Zealand
 30 April 2022