



Schedule Z – Races

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Appendix Four – Schedule Z Standing Regulations Applicable to All Races

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Note: Text changes from the previous issue of this Schedule are **highlighted** such. Text changes for grammatical and/or formatting reasons are not highlighted.

Part of this Appendix but published annually in separate publications:

- Schedules to Appendix Four – Articles Governing All MotorSport NZ Race Championships.
- Schedules of MotorSport NZ Championship Class Vehicle Specifications and Regulations

Notes:

1. A full list of these schedules will be published in the regulation section of the MotorSport NZ official website (www.motorsport.org.nz) and available on request from the MotorSport NZ Office.
2. Historic and Classic Regulations are contained in Appendix Six of this Manual.

Attention Race Event Organisers: Please refer to Appendix Two Schedule H and the (separate publication) Race Organisers Handbook for details on Event planning and organisation which should be read in conjunction with this Appendix.

1. **Definitions:** The National Sporting Code Article 2(1) details a number of interpretations that apply throughout the Code, its Appendices and Schedules. Additional to that Article, for the avoidance of doubt, unless the context otherwise requires the following apply;

“Assembly area” means an area set aside by the organisers for vehicles to be placed prior to being released for practice or race. Vehicles may not necessarily be assembled in any particular sequence, and

“Defined Circuit / Track” The ‘circuit’ or ‘track’ is defined as the area between the outer edges of the white line along each side of the sealed surface. For the pit lane, the pit entry road, and the pit exit road – the circuit or track is defined by the outer edge of the lines marking the lanes or roads as appropriate, and

Note: Where a painted line is not present, the outer edge of the sealed surface is defined as the outer edge of the track or circuit.

“Dummy Grid” means an area set aside by the organisers for vehicles to be placed prior to being released for races. Vehicles will be assembled in the appropriate starting order sequence, and

“New Competitor” or **“Novice Competitor”** means a competitor racing at one of their first three(3) race events or racing at a particular circuit for the first time, and

“Overlapping” is when the front part of the rear vehicle is in front of the rear part of the vehicle immediately ahead, and

“Parc Fermé” means an enclosed and secure area as designated by the Organiser or Officials in the paddock or Service Park where the cars are weighed and any other checks deemed necessary by race officials are made, and

“Pit Lane” means that part of the circuit, track, or course bounded on the outside by the pit wall and on the inside by the extremity of the marked lanes, which provides competing vehicles with access to and from the pits. The pit lane consists of the;

- (1) **“Fast Lane”** which means the lane closest to the pit wall providing access from the pit entry to each competitor’s work area and access back out to the pit exit, and
- (2) **“Working Lane”** or **“Inner Lane”** which means the only area where any work can be carried out on a competing vehicle while in the pit lane, and
- (3) **“Signalling Bay”** which means the part of the pit wall designated for competitor’s pit crews to use signalling boards to pass information to competitors, and

“Pits” or **“Paddock”** means the area provided for the parking of competing and support vehicles and for the servicing of competing vehicles, and

“Practice” or **“Official Practice”** means that part of a meeting or event provided by the organisers to enable competitors to familiarise themselves with the circuit. The organisers may use lap times recorded during practice to determine starting order or grid positions. Practice can also consist of;

- (1) **“Qualifying Practice”** or **“Qualifying Session”** meaning that part of practice provided for the purpose of determining starting order or grid positions, and
- (2) **“Non Qualifying Practice,”** or **“Untimed Practice”** meaning that part of practice provided for competitors to familiarise themselves with the circuit and to check vehicle set up, and

“Practice start” means a vehicle either being stationary or significantly reducing speed and then accelerating rapidly

causing traction to be lost at the driving wheels, and

“Servicing” means work carried out on a competing vehicle by any person, other than its driver, or the use of any part or tools not carried in the competing vehicle, and

“Standing start” means when the vehicle is stationary at the moment the start order is given, and

“Start” or **“Race Start”** means the moment when the start order is given to competitors.

2. Administration:

2.1 Jurisdiction

(1) International Race meetings are held under the provisions of the National Sporting Code of MotorSport NZ Inc and its Appendices and Schedules (incorporating where not already provided for the provisions of the FIA Sporting Code).

(2) National Race Meetings are held under the provisions of the National Sporting Code of MotorSport NZ Inc and its Appendices and Schedules.

These are to be read in conjunction with any relevant Championship or Series Articles.

(3) **Event Status and duration:** MotorSport NZ in keeping with the policy of a natural progression in the status of events and ensuring that some form of control is exercised over the use of venues, has established the following National permit status Race Meeting(s) or Event descriptions and restrictions:

(a) **Premier Championship Race:** A race being a round of a MotorSport NZ Premier Championship.

(b) **Championship Race:** A race being a round of a MotorSport NZ Championship.

(c) **Series Race:** A race being a round of a Sanctioned Series or a race where titles or awards are gained from more than one(1) event.

(d) **Historic Race:** A race being either a round of a Sanctioned Series or single Meeting or Event for competition amongst vehicles in compliance with Appendix Six Schedule K.

(e) **Classic Race:** A race being either a round of a Sanctioned Series or single Meeting or Event for competition amongst vehicles in compliance with Appendix Six Schedule T&C and/or Schedule CR.

(f) **Endurance Race:** A race defined as being over thirty(30) minutes or 60 kilometres duration.

(g) **Clubmans Race:** A race primarily aimed at providing a low budget competition with no requirement to participate in further events. This type of event being a desirable entry-level event for new competitors and officials to gain experience prior to participating in other higher classification races. Additionally:

- The Class(es) must be approved by MotorSport NZ as a Clubmans Race class(es) by submitting the application documents to MotorSport NZ. Details can be found on the MotorSport NZ website.
- The Meeting or Event is restricted to a single day.
- The event may be a round of any series.
- The event schedule including the classes competing must be submitted with the Stewards report.

(h) **Other Race:** A race with a distinct nature that generally has an overlying theme or style and may or may not be part of a Series.

Note: *MotorSport NZ in issuing permits for such events reserves the right to impose specific conditions on such events for grounds of safety or fairness.*

2.2 **Supplementary Regulations:** These Regulations apply to all Race Meetings regardless of status. Supplementary Regulations Part One will be those Regulations issued by individual Organisers, which contain:

- Names of Major Officials and Organising Committee.
- Entry fee and closing date of entries.

- Vehicle types and classes.
- Other relevant information.

Note: Drafts of such regulations shall be submitted to the Permit Issuing Authority for approval at least two(2) weeks prior to their intended publication date.

Supplementary Regulations Part Two is the 'Acceptance of Entry', and will contain the following information;

- Other Senior Officials of the Meeting (not already detailed in Part One).
- Time & venue of Documentation & Scrutineering Audit.
- Schedule of practice both unofficial and official.
- Proposed race programme.
- Location and time of driver's briefing.

Notes:

1. Organisers have the option of merging as appropriate the information to be contained in Part One and Part Two.
2. Templates for Supplementary Regulations may be found on the MotorSport NZ website – www.motorsport.org.nz.

2.3 Officials of the Meeting: Part One or Part Two Supplementary Regulations shall contain the names of Stewards, Event Director and/or Race Director (when appointed), Clerk of the Course, and Assistant Clerks of the Course, Judges, Competitor Relations Officer, Chief Scrutineer and other Officials of the meeting, as relevant.

2.4 Competition Licence Requirements: Competitors participating must be holders of the appropriate competition licences.

- (1) For National status Races full details of licence requirements are contained in Appendix One Schedule L.
- (2) Australian competition licence holders shall hold a Tasman Visa issued by Motorsport Australia.
- (3) For National status Races competitors from countries other than Australia shall comply with the Foreign Participation requirements as detailed in Appendix One Schedule L.
- (4) For International Races competitors shall hold as a minimum an International Race Grade C (INT C) competition licence, and;
 - (a) Have a current Medical Card.
 - (b) If the holder of an International licence issued by an ASN other than MotorSport NZ, present a Visa from the licence issuing ASN.

2.5 Advertising on vehicles:

- (1) The space requirements and placement for advertising decals will be specified in the Championship and/or Sanctioned Series Articles, or the Supplementary Regulations.
- (2) Failure to carry the specified decals as specified may cause the competitor concerned to forfeit any points scored at that event.

2.6 Official Notice Boards: These will be located at the office of the Race Secretary and/or Chief Paddock official.

2.7 Official Time of Day: The official time will be displayed near the paddock assembly area/dummy grid.

3. Entries:

3.1 Entries, Dates & Fees:

- (1) Entries shall be submitted via the entry method as detailed in the Supplementary Regulations, to be received before the closing date for entries.
- (2) Late entries may be received after closing date at the discretion of the Organisers as provided for in the

Supplementary Regulations.

- 3.2 Number of Entries:** Meeting Organisers reserve the right to stipulate the minimum number of entries for each event save for MotorSport NZ Premier Championship events in which case MotorSport NZ shall determine the minimum number of entries.

Maximum numbers of entries in each class are limited to the number of vehicles as prescribed for that type of vehicle on the circuit licence.

- 3.3 Cancellation of Race:** The Organisers reserve the right to cancel any race should less than ten(10) entries be received by the closing date.

Note: For races forming part of a MotorSport NZ Premier Championship refer to Article 3.2 of this Schedule.

- 3.4 Change of Driver or Vehicle:** Unless specifically prohibited by the Supplementary Regulations or by the Articles of any Championship in respect of which MotorSport NZ has issued an organising permit, any Entrant may, up to thirty(30) minutes prior to commencement of any race, with the prior consent of the organiser of the Meeting (or in the case of a race which is a Round of such Championship, the prior consent of both the organiser of the Meeting and the organiser of the Championship):

- (1) Nominate the Driver or change the Driver nominated by the Entrant, to drive the Entrant's competing vehicle in the race;
- (2) Change the competing vehicle entered in the race for another vehicle that is in compliance with the regulations, specifications or schedule appropriate for the race.

- 3.5 Dual Driver Entries:** Unless otherwise specified in Supplementary Regulations for each Meeting, only one(1) driver per vehicle may be entered except where a vehicle is entered in more than one(1) category or formula of competition.

- 3.6 Conditional Acceptance:** In the event of the number of entries exceeding the maximum number of starters, the Organisers reserve the right to accept entries conditionally. Organisers may accept entries on such conditions as the Organisers, at their sole discretion, impose.

- 3.7 Refund of Entry Fees:**

- (1) All applications for refunds must be in the hands of the Race Secretary no later than 28 days after the Meeting.
- (2) Refunds will be at the discretion of the Organising Committee. The Supplementary Regulations for each Meeting will detail the Organisers policy.

4. Scrutineering, Documentation & Briefings:

4.1 Competitor Obligations:

- (1) Entrants are required to sign or provide electronic acknowledgement of the declaration on the entry stating that their vehicle(s) comply with the applicable Vehicle Specification Schedule and the requirements of Appendix Two Schedule A, or, where applicable under Appendix Six Schedule K, T&C or CR the requirements of Appendix Six Schedule AA.
- (2) All drivers or their representative are required to complete Documentation and when specified a Scrutineering Safety Audit of their vehicle prior to Qualifying and/or any racing. Failure to comply with any or all of these obligations may result in a penalty.

4.2 Scrutineering Audits:

- (1) Appointed Scrutineers or Technical Officers may require any vehicle to be presented for an audit to check for compliance with the requirements of Appendix Two Schedule A (or where appropriate Appendix Six Schedule AA) and the Vehicle Specification Schedule appropriate for the vehicle. In accordance with the provisions of the National Sporting Code Entrants/Drivers are responsible to ensure that the vehicle is presented at the audit in 'race condition' and that all relevant documentation is available.
- (2) Breaches of Appendix Two Schedule A (or where appropriate Appendix Six Schedule AA) and/or the Vehicle Specification Schedule shall be reported to the Clerk of the Course who may impose penalties on the entrant under the provisions of the National Sporting Code.

4.3 Documentation:

- (1) Competitors or their representative must present themselves at documentation for the checking of valid licences, club membership and logbook where appropriate.
- (2) Logbooks shall be presented to and signed off by the Chief Scrutineer or the nominated deputy.
- (3) The logbooks of those vehicles selected for Scrutineering Safety Audit may be retained until the audit inspection has been completed.

4.4 Accidents and Scrutineering:

Any damage incurred during practice or racing may necessitate the vehicle being black flagged and returned to the pits forthwith for examination by the Technical Officers or Scrutineers.

Following rectification (if any) such vehicle may rejoin the race at the discretion of the Clerk of the Course.

Technical Officers or scrutineers may impound vehicles withdrawn from practice or race due to accident damage for examination. Such vehicles impounded will not be released to competitors other than upon the direction of the Technical Officers or the Chief Scrutineer.

4.5 Drivers' Briefing:

- (1) The Clerk of the Course or his nominee may brief drivers on important points or amplify matters regarding the conduct of the Meeting. A reminder regarding operation of Red Flag procedures is to be included in **all** drivers briefing information, both written and verbal.
- (2) The time, place and method of briefing shall be contained in the Supplementary Regulations.
- (3) Competitors who fail to attend these briefings may be penalised.

4.6 New Competitor's Briefing:

The organisers are to provide facilities for new competitors to attend an induction seminar conducted by a senior and experienced race organiser or competitor. Such induction seminars shall cover aspects of competitor safety procedures and familiarisation with features and facilities of the venue.

Note: A New Competitor Briefing Checklist is one of the standard documents available on the MotorSport NZ website (www.motorsport.org.nz) or from the MotorSport NZ office.

5. Practice:

5.1 Practice Times:

Practice sessions times will be advised in the Supplementary Regulations.

5.2 Compulsory Practice:

- (1) Unless specifically permitted by the Clerk of the Course, all drivers shall participate in practice.
- (2) In the case of drivers who fail to appear for practice or do not practice, permission to race on race day may be given, but only at the discretion of the Clerk of the Course.

If granted, such drivers will start either from the rear of the grid or as last vehicle in the appropriate racing class.

The decision of the Clerk of the Course on this matter will be final.

- (3) The minimum length of practice periods for MotorSport NZ Championship events appears in the Championship Articles.
- (4) Races that either start or finish in the hours of darkness shall include at least one(1) night practice session for all participating drivers.

The circuit shall be established throughout this night practice period with the lighting, corner identification and signalling lights that will be used for the race.

5.3 Discretionary Practice:

The Clerk of the Course has the discretion in exceptional circumstances, to permit further un-timed practice periods.

6. Starting Positions:

6.1 Starting Positions:

These shall be determined by;

- (1) Practice times, or previous race, or
- (2) Handicap, or
- (3) Finishing order in a preceding race, or
- (4) Lap times achieved in practice and/or race, fastest vehicles being to the front, or
- (5) Current positions in a Championship, or
- (6) Seeding based on performance, or
- (7) A method detailed in either Championship or Sanctioned Series Articles.
- (8) Where a change of vehicle or driver is made after practice then that vehicle/driver shall start at the rear of the grid, or rear of the appropriate class, for the next race of that event as determined by the Clerk of the Course.

6.2 Unless otherwise stated in the Supplementary Regulations or Championship / Sanctioned Series Articles, Article 6.1(4) of this Schedule will apply.

6.3 When starting positions are determined by practice times:

- (1) Only those times established by a driver in an eligible vehicle which they intend driving in the race will be recorded except that where a change of vehicle or driver is made after practice then that vehicle or driver shall start at the rear of the grid or rear of the appropriate class as determined by the Clerk of the Course.
- (2) All vehicles in an event must be given the opportunity to practice with vehicles of the same Class.

6.4 When identical times are recorded by more than one(1) driver in the official practice session for that race, the driver first achieving such a time will receive the superior starting position.

6.5 Starting positions shall be notified at least half an hour before the scheduled start, except when the finishing order in one event affects the starting positions in a subsequent event scheduled to start less than half an hour after the finish of the first event. In such instance, the starting positions shall be notified as soon as practicable.

6.6 Display of starting positions at the office of the Race Secretary and/or the Official Notice Board will be considered notification to all drivers. It shall be the responsibility of the driver to ascertain the correct start position.

7. Assembly / Warmup:

7.1 Vehicles will form up on the Dummy Grid under the directions of the Grid Marshals, preferably in starting order.

7.2 Drivers shall be seated in their vehicles by the end of the last lap of the preceding race. The Grid Official will give notice of this.

7.3 When the last vehicle in the preceding race has crossed the Finish Line, the Grid Official will give the signal to start engines.

7.4 Unless the Supplementary Regulations advise otherwise, vehicles will be released from the Dummy Grid straight onto the track in order to warm up and proceed directly to their allocated positions on the starting grid.

Should weather conditions change between practice and race, or between races, the Clerk of the Course may, in their opinion it is deemed necessary, allow an additional warm up lap for the driver to fully determine circuit conditions.

7.5 Thirty(30) seconds after the vehicles have been released into warm up the circuit entrances will be closed. Any vehicles that are late shall start from the pit exit, without doing a warm up lap, under the procedures established in Article 8.6 of this Schedule. The Clerk of the Course or Assistant shall act as judge of fact in determining "lateness".

7.6 It is not permitted to change tyres between leaving the Dummy Grid and the start of the race, except in the case of force majeure (puncture, obvious damage) or if the Clerk of the Course determines otherwise.

7.7 There shall be no practice starts during the warm up lap(s). A practice start is only permitted at pit lane exit and at the commencement of the warm up/formation lap when applicable.

7.8 Vehicles are not permitted to weave across more than 50% of the circuit width during warm up and all weaving shall cease at the point of passing the last Flag Post before the rear of the marked grid positions.

Any vehicle weaving to the extent that in the opinion of the Clerk of the Course creates a danger to other competitors may be penalised.

7.9 At the conclusion of the warm up, vehicles will assemble in their allocated positions on the starting grid so that the leading edge of the vehicle remains behind the line denoting the front of the grid box.

8. Starts:

8.1 Standing Starts:

(1) Once satisfied that all vehicles are in position, the Starter will announce the intention to proceed with the start five(5) seconds before the signal to start is given. This will be indicated by:

(a) **Starts by Flag:** Showing a five-second board, or

(b) **Starts by Lights:** Initiating the starting light sequence;

(i) One red light will be displayed, then

(ii) Two red lights will be displayed, then

(iii) Three red lights will be displayed, then

(iv) Four red lights will be displayed, then

(v) Five red lights will be displayed.

The signal to start will be given by either, flag drop for starts by flag, or, the extinguishing of the red light(s) for starts by lights.

(2)

(a) **Starts by Flag:** The Starter will mount the dais and raise aloft the starting flag and hold it utterly motionless for:

- Not less than 3seconds and not more than 5seconds.
- Between 3 and 5seconds the Starter will drop the flag to start the race.

(b) **Starts by Lights:** After the starting light sequence (8.1(1)(b)) all red light(s) will be illuminated for:

- Not less than 0.2seconds and not more than 3seconds.
- Between 0.2 and 3seconds the Starter will extinguish the red light(s) to start the race.

Notes:

1. Where starting lights are employed, the start procedure will be as described by Addenda to Schedule Z, Lights, at the end of this Schedule.

2. Where starting lights are employed, should a yellow or amber light(s) be switched on after the red light(s) is shown, then the 'start delayed' procedure will apply.

(3) Any driver in position on the grid but unable to take part in the start shall indicate their predicament by raising an arm to be clearly visible to the starter. The starter will then take the appropriate action.

8.2 False Starts: Any vehicle which has crossed its grid line before the starting signal has been given or which is moving forward when the starting signal is given, shall be deemed to have made a false start and shall be penalised.

8.3 Rolling Starts:

(1) A maximum of 20seconds after the pole vehicle is in the allocated position the field will be directed away for the Formation Lap behind the 'Safety Car'.

(a) **Starts by Flag:** The starter will wave the green flag.

(b) **Starts by Lights:** The starter will illuminate the green light(s).

(2) All vehicles must maintain their grid positions and keep up with the Safety Car. On approach to the start line, the

Safety Car will turn off its flashing lights and enter pit lane. The field will then maintain a "grid position" of being alongside the vehicle on the same row with a gap of no more than three(3) vehicle lengths to the vehicle immediately in front. A constant speed of between 70 and 100kph set by the vehicle on pole position must be maintained until the signal to start is given.

(a) **Starts by Flag:** The starter shall mount the dais and raise aloft the starting flag and hold it motionless.

The flag will be lowered and waved vigorously to indicate a start.

(b) **Starts by Lights:** The starter will have the red light(s) on as the vehicles approach the start line.

The red light(s) will be extinguished to indicate a start.

(3) If the starter is not satisfied with the field approaching the start line, the starting signal will not be given.

(a) If a flag start is employed the starter will leave the starting flag held aloft and motionless until the entire field has passed the starters dais. The Clerk of the Course will immediately instruct all Flag posts to display double waved yellow flags, or if a signal light system is employed, alternately flashing yellow lights.

(b) When using starting lights the red light(s) will remain on and flashing yellow or amber lights will be displayed until the entire field has passed over the start line. The Clerk of the Course will immediately instruct all Flag posts to display double waved yellow flags, or if a signal light system is employed, alternately flashing yellow lights.

(c) The field will be required to complete another lap, maintaining their relative grid positions, to approach the starter again at a constant pace.

The onus shall rest with the vehicles on the front row of the grid to ensure that the field is slowed to ensure that a tight grid formation is achieved prior to the approach to the start line.

(d) For races based on laps the race distance will be reduced by one(1) lap and for races based on time the race time is deemed to have started when the cars crossed the start line on the first aborted start lap.

(4) Any competitor who has failed to comply with the procedures outlined in Article 8.3(2) of this Schedule may incur a time penalty.

8.4 Handicap Race Grid Starts: Unless the Supplementary Regulations advise otherwise, the start procedure is as follows;

(1) After completion of a warm up lap vehicles shall form up on their allocated handicap group grid positions with a one(1) grid spacing gap between each handicap start group. Any vehicles due to start close to or more than a lap after the first vehicle(s) has started must form up in allocated single file order at pit lane exit.

(2) Grid marshals will be stationed in pit lane and will display a red flag to the next handicap group due to start.

(3) Immediately prior to the scheduled start time of the group the red flag will be withdrawn and the marshal will move back to the next group. The vehicles shall remain stationary until the start signal for their group is given.

(4) Any vehicle not stationary when the signal to start is given will be adjudged to have jumped the start.

8.5 Delayed Starts: If, through unforeseen circumstances, the start cannot take place at the appointed time, drivers shall be notified by the display of the "Start Delayed" notice and followed by yellow or amber light(s), which also may be supplemented by audible warning. Engines may then be stopped.

(1) Following a "Start Delayed" warning, the starting procedure will be recomenced by the display of the thirty(30) second board followed by the start of the countdown as per Article 8.1(1) or 8.3(1) of this Schedule.

(2) Where the delay is greater than three(3) minutes then an additional warm up lap may be given and in that case the race distance shall be reduced by one(1) lap.

8.6 Starts from Pits: Any vehicle missing the release from the dummy grid shall be deemed to be late and may start from the pit exit with the approval of the Clerk of the Course or assistant. It may be moved to the pit exit only with the driver in position, the signal to join the race will be given by the illumination of the green light (or waving of a green flag).

- (1) Where the pit exit is after the start line: The signal to join the race shall be given when the whole field has passed the pit exit on the first racing lap.
- (2) Where the pit exit is before the start line: The signal to join the race shall be given at the discretion of the Clerk of the Course soon after the field has been started.
- (3) Start procedures which by virtue of Circuit construction do not fit into this Rule, must be set out separately and clearly in the Supplementary Regulations.

Note: *For Clubmans Race status events these lights may be replaced with green and red flag signals visible only to drivers exiting the pits.*

8.7 Multi Part Events: To be eligible to start in the second or subsequent part of a multi part event, a driver (in that vehicle) must have participated in each of the preceding part(s), unless otherwise stated.

9. Pit Regulations:

Note: *For Endurance Events involving refuelling, possible driver changes and work on vehicles, the Supplementary Regulations may amend and amplify these requirements.*

9.1 Pit Lane and Signalling Bay:

- (1) **Smoking:** Smoking or any naked flame (including welding and metal grinding equipment) is prohibited in the pit lane area and on the pit aprons at any time during practice or racing.
- (2) **Clothing and footwear:** All team personnel are required to wear closed footwear and it is recommended that clothing at least provides limited protection from fire (e.g. cotton, wool based or fire retardant material) is worn.
- (3) **Minimum age:** Children under 14 years of age except competitors are not permitted in these areas.
- (4) **Signalling:** Up to three(3) team members from each vehicle continuing in the practice or race will be permitted in the signalling bay, unless the Supplementary Regulations specify otherwise.
- (5) **Vehicle servicing limitations:** Service crew may only service or carry out repairs on competing vehicles in the designated "working lane" of the pit lane or in the paddock.
- (6) **Competing vehicle movement:** No competing vehicle shall be driven in the reverse direction in the pit lane except for the minimum distance to remove it from an unexpected situation and then only under official supervision.
- (7) No competitor service crew or team members may cross onto the circuit proper under any circumstances (including race starts/stops or incidents) without the express permission of the Clerk of the Course.

9.2 Evacuation of Signalling Bay during Races: During the start of a race the signalling bay must be kept completely free of people with the exception of properly authorised officials wearing the appropriate passes.

9.3 Entry to Pits:

- (1) The "deceleration zone" from the circuit exit point to the speed restriction line in the pit entry lane is deemed to be part of the pit area.
- (2) During the practice sessions and races, vehicle access to the pits is only permitted through the deceleration zone without crossing in any direction the yellow line separating the deceleration zone from the circuit proper.
- (3) Any driver intending to enter the pits shall signal their intention in good time and shall ensure that it is safe to do so.

9.4 Exit from Pits:

- (1) The "acceleration zone" from the speed de-restriction line in the pit exit lane to the circuit entry point is deemed to be part of the pit area.

Important Note: *A vehicle exiting the pits during a practice or race should use the distance provided by the acceleration zone to attain at least 70% of the speed normally attained by vehicles racing on the circuit at the pit exit/circuit proper merge point.*

- (2) Vehicles leaving the pits shall not cross the yellow line.

Note: *The yellow line painted on the course at the pit exit provides a separation zone for vehicles leaving the pits through the acceleration zone from those vehicles on the circuit at the merge point.*

- (3) **During practice:** There will be green/red signal lights at the pit exit. Vehicles may only leave the pit lane on the green signal.

Note: *For Clubmans Race status events these lights may be replaced with green and red flag signals visible only to drivers exiting the pits.*

- (4) **During races:** A Blue flag held stationary or an illuminated blue light(s) shall be used to warn the vehicle exiting the pits that vehicles on the circuit are approaching the pit exit/circuit proper merge point. Drivers leaving the pit lane will do so on their own responsibility.

Note: *If starting a race from the pit lane refer to Article 8.6 of this Schedule.*

10. Circuit Regulations:

10.1 Speed restrictions:

- (1) On the circuit or in the deceleration or acceleration zones of the pit entry or exit lane no speed restrictions apply.
- (2) While in the fast lane of the pits, vehicles shall not exceed 40kph. The fast lane commences at the white line painted across the deceleration zone (a sign denoting the speed limit will be displayed adjacent to this point) and terminates at the white line painted across the acceleration zone (a sign being the international symbol of a white disc with a black diagonal will be displayed adjacent to this point).
- (3) In all other areas of the venue no competing vehicle shall be driven at a speed exceeding 15kph.
- (4) In the pit lane / paddock area no other type of vehicle may exceed 15kph or be driven by any person younger than 14 years of age and who must hold a drivers licence, either competition or civil.

- 10.2 (1) Drivers must use the circuit at all times. For the avoidance of doubt, the white lines defining the circuit edges are considered to be part of the circuit, but the kerbs are not.

A driver will be judged to have left the circuit if either all four(4) tyres of the car do not remain in contact with are outside the white lines defining the circuit edges, or if any one(1) tyre entirely exceeds the outer edge of any kerb.

Should a car leave the circuit the driver may re-join, however this may only be done when it is safe to do so and without gaining an advantage or interfering with any other competitor.

A driver may not deliberately leave the circuit without justifiable reason.

- (2) If by leaving the circuit or taking a shortcut from the circuit a competitor gains an advantage by overtaking one(1) or more competitors, that competitor must yield the advantage gained by allowing that one(1) or more competitors to repass within one(1) lap of the point of the incident. Failure to yield will result in the imposition of a Drive Through Penalty imposed by the Clerk of the Course.

- 10.3 Should a driver be compelled to stop the vehicle, either involuntarily or for any other reason, the vehicle shall be moved off the circuit as soon as practical so that its presence does not constitute a danger. If the stopped vehicle is in a potentially dangerous position, it is the duty of the first intervention marshalls to recover the vehicle from that position. Once the vehicle has stopped at, or has been recovered to, a safer position, then;

- (1) If the vehicle is unable to rejoin the race, the driver should remain in the car until directed by the marshalls to evacuate to a place of safety, or
- (2) If the vehicle is able to rejoin the race without any external help (other than the first intervention marshalls) and without committing any breach of the regulations and without gaining an advantage from the preceding movement of the vehicle to a safer place, the driver will not be excluded from the race.

- 10.4 No vehicle able to proceed under its own power shall be stopped either on the course or the verges of the circuit, but shall proceed to the pits or paddock.

10.5 No competing vehicle shall be driven in the reverse direction except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

10.6

The pushing of a vehicle by the driver or by another competing vehicle along the circuit or pushing it across the finishing line is not allowed and will entail exclusion of the vehicle or vehicles concerned save as provided for above.

10.7 All races will be run in the direction specified on the circuit licence.

10.8 The finish line shall be marked across the circuit and is deemed also to cross the fast lane of the pits at a point immediately in line with the line across the circuit proper.

10.9

(1) A practice start is only permitted at pit lane exit and at the commencement on the warm up / formation lap when applicable. Practice starts are forbidden at any other time.

(2) A driver shall, at all times, drive in a manner compatible with general safety and any penalty incurred under these Regulations shall not prevent any further action in respect of careless or reckless driving.

10.10 Wet Weather conditions:

(1) The Clerk of the Course may at an appropriate time announce that due to the track surface being wet or slippery that slick tyres are not to be used until further notice.

(2) For the duration of this announcement a "Rain Lights on" board will be displayed at the start line.

(3) The vehicle's rain light(s) shall be illuminated while on the circuit throughout this period and/or (for those vehicles that use slick tyres on dry surfaces) whenever the vehicle is running on wet or intermediate tyres.

(4) In exceptionally wet circumstances (as determined by the Clerk of the Course) a race may be started in grid order in single file behind the safety car.

In this case, at any time before the vehicles are released for the race start the safety car will be stationed on the circuit approximately 50metres in front of the start line and its flashing yellow lights will be illuminated.

This is the signal to the drivers that the race will be started behind the safety car. A "Safety Car" board displayed by the starter may supplement this signal.

When the starter gives the signal to start the warm up lap the safety car will leave with all cars following in single file order, no more than five(5) car lengths apart.

Overtaking may occur during this lap but only to re-establish the original grid order.

When the conditions allow the Safety Car will extinguish its flashing lights, this will be the signal that it will be entering the pit lane on that lap, racing will commence in accordance with Article 14.3 of this Schedule.

Every lap behind the Safety Car, after competition at the warm up lap, will be counted as a lap of the race.

10.11 Drive Through Penalties: The Clerk of the Course may inflict a Drive Through Penalty in the following manner;

(1) The Clerk of the Course shall, no later than three(3) laps after the infringement, notify the driver by means of a black flag displayed with the vehicle's competition number in white on a black signalling board that includes the words 'Drive Through Penalty'.

(2) After being given notification of the penalty, the driver must, within one(1) lap, proceed to drive through the pit lane without breach of the maximum pit lane speed and without stopping at his/her pit. If the notification of a Drive Through Penalty occurs in the final three(3) laps of a race the driver may not be able to proceed through pit lane to take the penalty. In this case the Event Director/Race Director/Clerk of Course shall impose a fifty(50) second time penalty to be added to the driver's race time.

(3) No 'Drive Through Penalty' may be commenced while the "SC" Safety Car Board is displayed at the flag post located immediately before the start of the pit entry road. Should this board deployment prevent the penalty from being taken during the remaining racing distance then the Event Director/Race Director/Clerk of the Course shall impose a fifty(50) second time penalty to be added to the driver's race time.

(4) Any breach of or failure to comply with this regulation will result in exclusion from the race.

10.12 Notification of Time Penalties:

- (1) Time penalties imposed as a result of Judge of Fact decisions e.g. jumping the start shall be notified;

To the whole field by the display, at the start line, of the Black and White rectangular flag split diagonally and displayed with the competitor's competition number in white on a black signalling board that includes the words "Time Penalty".

- (2) Other time penalties authorised in the National Sporting Code, its Appendices and Schedules shall be advised in writing to the competitor.
- (3) Failure to give the notification referred to herein shall nevertheless not expunge such time penalty.

10.13 Windscreens:

- (1) Should a windscreen be broken during an Event or Meeting that is not part of a Championship or Sanctioned Series, the vehicle may continue in the Event or Meeting only if the Clerk of the Course is satisfied that all opportunities to fit a replacement windscreen have been exhausted and subject to;

- (a) All loose glass being removed, and
- (b) The rear window being removed, and
- (c) The driver wearing a full face protective helmet complete with visor.

- (2) Should a windscreen be broken during an Event or Meeting that is part of a Championship or Sanctioned Series, the vehicle may continue in the Event or Meeting only if the Clerk of the Course in conjunction with the Championship or Sanctioned Series Coordinator is satisfied that all opportunities to fit a replacement windscreen have been exhausted and that the conditions of (1) above have been met. Where approval is granted the vehicle shall forfeit its allocated grid position and start from the rear of the grid.

10.14 Electronic timing:

- (1) Organisers may require competitors to mount transponders to their vehicles for the purpose of providing lap times during all practice, qualifying and race sessions. Unless otherwise stated in Championship Articles or Schedules the following shall apply.

- (a) These shall be leased to competitors for the duration of the Meeting or Event and it will be the competitor's responsibility to mount the transponder and its associated bracket(s) using sound engineering practices.

- (b) Unless otherwise stated the transponder shall be mounted securely on:

- (i) For single seaters, shall be fitted to the bodywork rearward of the front axle centre line by up to a maximum of 100mm and within 200mm off the ground.
- (ii) For saloon cars, shall be fitted to the inner guard rearward of the front axle centre line by up to a maximum of 200mm and within 500mm off the ground.
- (iii) The transponder shall have a clear view to the track with no metal or carbon fibre beneath it.
- (iv) Ensure that these cannot make contact with either the wheel assembly or the ground.

- (2) Competitors will be charged for the repair or replacement of the transponder(s) due to accident damage, misuse or loss at any time during the lease period.

- (3) Competitors using their own electronic on board timing systems shall not:

- (a) Place electronic timing system receivers within ten(10) metres of the official Start, Finish or any other official timing lines at any Meeting or Event, or
- (b) Place them in front of or immediately on top of the pit wall or first line of a protection wall, but are strongly advised to consult with the organisers as to the place deemed suitable.

11. Official Signals:

11.1 Officials' signals will be conveyed to drivers by the use of flags and/or the use of a MotorSport NZ approved signal light system;

Note: Refer also to the Addenda to this Schedule.

(1) National Flag or extinguishing of red light(s):

(a) National Flag at start line: Start when flag is lowered, this shall be between 3 and 5seconds after it was raised.

(b) Starting by lights: Racing commences once the red light(s) are extinguished.

RED LIGHT(S):

For Standing Starts: Remain stationary, be ready to start racing immediately the red light(s) are extinguished.

Note: For Standing Starts, normally the time lapse between switching on the red light and extinguishing it will be between 0.2 to 3seconds

For Rolling Starts: Approach the start line at the constant pace. Refer Article 8.3 for further detail.

YELLOW FLASHING LIGHT(S): Remain stationary and switch off engines (if this is switched on after the red light(s), the red(s) light must remain switched on).

(2) Red flag:

During Practice: Waved to signal the practice session has been stopped. Slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.

During the Race: Waved to signal the race has been suspended. All vehicles shall immediately reduce speed significantly and are to proceed to the red flag control line. Remain in single file, no overtaking and move to the inside of the circuit. Be prepared to stop if required.

Note: Red light(s) from a MotorSport NZ approved signal light system may substitute this flag.

(3) Yellow Flag:

At all times:

(a) **Single Waved: Reduce speed. Do not overtake.** There is a hazard on or in close proximity to the circuit.

(b) **Double Waved: Reduce speed. Do not overtake.** Be prepared to stop. There is a major hazard on or in close proximity to the circuit.

(c) The no overtaking zone shall begin at the zone markers prior to the first flag post displaying the waved yellow flag(s) and cease when the incident is passed, there is a clear track and a waved green flag is visible to the driver at the next flag point. Refer diagram at the end of the Schedule.

Important Notes:

1. Yellow light(s) from a MotorSport NZ approved signal light system may substitute this flag.

2. The yellow flag will be shown at the Marshal post preceding the hazard.

3. Where a visibility problem exists (e.g. blind corner) the Clerk of the Course or Assistants may authorize an additional waved yellow flag to be displayed at the post previous to the Marshal post concerned.

4. During all yellow flag conditions the Clerk of the Course or his Assistants may access lap times to ensure a competitor has reduced speed. At no stage while a yellow flag condition is in place will it be deemed acceptable for a competitor to have posted a lap time equalling or improving on a time set by the same competitor under normal racing conditions. Any competitor in breach of this condition may be subject to penalty.

5. Should a driver inadvertently overtake within a no overtaking zone they are to redress the pass as soon as practicable and certainly within one(1) lap.

(4) **Yellow flag with Red Stripes:** Displayed **single** waved to warn of debris or deterioration of adhesion that is imminent. Displayed **double** waved to warn that serious debris or deterioration of adhesion is imminent.

Note: Yellow/Red light(s) from a MotorSport NZ approved signal light system may substitute this flag.

(5) **Blue Flag:**

During Practice: Waved to signal a significantly faster vehicle is catching and may overtake you.

During the Race: Waved to signal a significantly faster vehicle is about to lap you. Let the other vehicle through, failure to do so may invoke a penalty.

When exiting the Pits during a race only: Display waved to a driver exiting the pits; it informs that vehicles on the circuit are approaching the pit exit/circuit proper merge point.

Note: *Blue light(s) from a MotorSport NZ approved signal light system may substitute this flag.*

(6) **Green flag:**

At all times: Displayed waved to signal the all clear at the end of the danger area marked by Yellow Flag(s).

Optional Use: (By order of the Clerk of the Course) Waved to start warm-up lap or start practice session.

Note: *Green light(s) from a MotorSport NZ approved signal light system may substitute this flag.*

(7) **Black flag displayed with White Number on black signalling board:**

During the Race: You must stop at your pit within one(1) lap of receiving the signal and report to the Clerk of the Course who has additional powers up to exclusion to apply if necessary.

(8) **Black and White Rectangular flag split diagonally and displayed with a White Number on black signalling board that includes the words 'Time Penalty':**

During the Race: Signifies to the competitor that a judge of fact time penalty has been applied. The display of this signal does not necessitate a return to the pits.

(9) **Black and White Rectangular flag split diagonally and displayed with a White Number on a black signalling board:**

During the Race: A warning that your driving behaviour (unsportsmanlike) has been reported to the Clerk of the Course any further reports will result in a Black flag.

(10) **Black flag with Orange Disc displayed with White Number on a black signalling board:**

At all times: Warning of apparent mechanical failure, or of a fire (which might not be obvious to you), or failure to have rain light illuminated. You must call in at your pit on the next lap.

(11) **Black flag and displayed with White Number on black signalling board that includes the words 'Drive Through Penalty':**

During the Race: Within one(1) lap, you shall proceed to drive through the pit lane without breach of the maximum pit lane speed and without stopping at your pit (*refer also to Article 10.11(3)* of this Schedule).

(12) **White Flag:**

At all times: Waved to warn you are catching a much slower vehicle that may seriously obstruct you.

Note: *White light(s) from a MotorSport NZ approved signal light system may substitute this flag.*

(13) **'Last Lap' Board:**

Displayed at Finish line to signify that the vehicles are starting the last lap of a Race. (Mandatory for all MotorSport NZ Championship races. Recommended for all other races).

(14) **'Rain Lights On' Board:**

Signifies that rain lights must be illuminated.

(15) **Black and White Chequered flag:**

At all times: Waved to signal the finish of a race or practice session.

11.2 MotorSport NZ Approved Signal Light System: Flag signals that are displayed from flag points may be replaced by an approved signal light system, providing this is detailed in the Event Supplementary Regulations. Where a signal light system is employed the signals shall have the following meanings:

Note: *The flags and boards that are only displayed at the start/finish line shall still be used.*

(1) **Red Light:** A flashing red light shall have the same meaning as a waved red flag.

(2) **Yellow Light(s):**

- (a) **Flashing together:** Yellow light(s) divided into two(2) equal segments both flashing together shall have the same meaning as a single waved yellow flag, and
- (b) **Alternately flashing:** Yellow light(s) divided into two(2) equal segments each alternately flashing shall have the same meaning as double waved yellow flags.
- (3) **'S C' Light:** An illuminated light displaying the letters 'S C' shall have the same meaning as the Safety Car board.
- (4) **Yellow / Red Light:** A flashing yellow and red striped light shall have the same meaning a yellow flag with red stripes.
- (5) **Blue Light:** A flashing blue light shall have the same meaning as a waved blue flag.
- (6) **Green Light:** A flashing green light shall have the same meaning as a waved green flag.
- (7) **White Light:** A flashing white light shall have the same meaning as a waved white flag.

11.3 Truck Race signals:

- (1) **Flag Signals:** Unless otherwise described in the Event Supplementary Regulations the only flag marshal post manned during truck races or practice sessions shall be the post immediately adjacent to the Start finish line.
- (2) **Approved Signal Light System:** An approved signal light system may be utilised. If used, only the flag marshal post immediately adjacent to the Start Finish line shall be manned.

12. Code of Driving Conduct:

- 12.1 Any occurrence or series of occurrences involving one(1) or more drivers, or any actions by any driver, which is considered to have had a negative effect on any competitor or competitors is not permitted and will be penalised.

These occurrences, may result in or from, but not limited to:

- The stopping of a test or qualifying session or the suspension of a race;
- Causing a false start by one(1) or more cars;
- Causing a collision;
- Forcing a driver off the track;
- Preventing an overtaking manoeuvre by a driver;
- Impeding another driver during overtaking;
- Causing an avoidable accident;
- Changing line to block another competitor more than once on a straight.

- 12.2 For the duration of the meeting the competing vehicle, if used outside the confines of the circuit, shall be operated in compliance with the traffic regulations and at all times in a manner deemed not to prejudice the interests of motor sport.

13. Stopping the Practice, Suspending the Race and Restarts:

13.1 Stopping the Practice or Suspending the Race:

- (1) Should it become necessary to stop the practice or suspend the race because the circuit is blocked by an accident or because weather or other conditions make it too hazardous to continue, the Clerk of the Course shall:
 - (a) order a red flag to be shown at the start line and simultaneously, all Marshal Posts shall display a red flag, or
 - (b) if a signal light system is employed, display a red light at every light point.
- (2) The decision to stop the practice or suspend the race can only be taken by the Clerk of the Course (or in his unavoidable absence, his Deputy).
- (3) When the signal is given to stop, then;

- (a) **During practice**, all vehicles shall immediately reduce speed without overtaking and proceed slowly back to the pits. If it is impossible in the opinion of the Clerk of the Course to restart the practice then the session shall be declared finished and all vehicles shall return to their respective pit paddock area.
- (b) **During a race**, then;
 - (i) all vehicles shall immediately reduce speed significantly, and are to proceed to the red flag control line. Remain in single file, no overtaking and move to the inside of the circuit.
Note: stopping at the red flag control line must be done in such a manner as not to cause a collision with any vehicle. If necessary a further lap is to be undertaken. The officials will ensure all cars are in the correct order, the race leader is at the front for the recommencement of the race.
 - (ii) No intervention of any nature is authorised unless the Clerk of Course directs otherwise.
 - (iii) It may be necessary to move some vehicles around the track so that the race leader is in the front of the line when the race recommences (this is necessary to ensure correct lap counts are maintained).
 - (iv) Vehicles may enter directly or be removed from the track to pitlane and be worked on.
 - (v) Pit Exit is closed. Any vehicles in the pits at the time the red flag or light(s) is displayed or which subsequently enter pit lane may rejoin the race as provided for in Article 13.2(1)(b).
 - (vi) At this point racing becomes suspended and the scheduled race or time distance will be completed from any subsequent restart.

13.2 Restarting the Qualifying or the Race:

- (1) When the Clerk of the Course determines that the track is suitable to recommence, then;
 - (a) **During Qualifying**: then;
 - (i) unless specified in the Supplementary Regulations or applicable Sanctioned Series Articles the Clerk of the Course shall have sole discretion to continue the qualifying session.
 - (ii) vehicles will be released onto the track from the Pit Exit.
 - (iii) if any driver causes any qualifying session to be stopped (red flag) then that competitor will be moved back three(3) grid positions for their next race. In the event of more than one(1) driver given a penalty under this clause, then the effect shall be that each driver moves back three(3) grid positions regardless of the order the stoppages occurred.
 - (b) **During a Race**, unless the Supplementary Regulations indicate otherwise, the following conditions will apply to races which have been suspended prior to their scheduled completion;
 - (i) If less than one(1) lap has been completed by the leader; then
 - (1) the original start shall be deemed null and void and there will be a completely new start.
 - (2) the length of the restarted race will be the full scheduled race distance.
 - (3) the drivers who are eligible to take part in the race shall be eligible for the restart and must do so in the original car.
 - (ii) Where the leader has completed more than one(1) lap but less than 75% of the scheduled distance or time; then
 - (1) any driver that qualified for the race may take the recommencement in their original vehicle. This includes drivers that may not yet have taken any part in the race. They may start but will be a number of laps in arrears.
 - (2) the field will be formed on the grid in single file in track order of the last completed lap by the race leader immediately preceding the showing of the red flag (the race leader will be at the front of the field, if the leader has pitted then the next highest placed driver will be at the front of the field). Should the driver that causes the race to be suspended be able to resume in the race that they are placed at the rear of the grid. (It may be necessary to send cars around the track to the back of the queue to ensure the leader is at the front – this will ensure that correct laps are maintained).
 - (3) the field will be released behind the Safety Car for at least one(1) lap and procedures prescribed in Article 14 (Safety Car Operation) shall apply;

- Any vehicle(s) at pit lane exit may rejoin the field as last vehicle(s) once the Safety Car and the field passes.

- (4) the distance or time of the restarted race will be that required to complete the scheduled distance or time.
- (iii) Where the leader has completed 75% of the scheduled distance the event may be concluded at the sole discretion of the Clerk of the Course and there will be no restart.
- (iv) If the race is a time duration, the Clerk of the Course may determine the remaining time duration should a race be suspended once one(1) lap has been completed.
- (v) If it is impossible, in the opinion of the Clerk of the Course, to restart the event, then the Clerk of the Course shall declare the race at the number of laps completed by the leader prior to the red flag or light(s) being displayed. If the leader did not complete the first lap, the event shall be abandoned without a result.
- (vi) Should a race not recommence then any driver who is deemed to have caused the stoppage will not feature in the race result.

14. Safety Car Operation:

14.1 Number of Safety Cars: There will be one(1) Safety Car in operation at a time.

14.2 Safety Car Deployment:

- (1) When the Clerk of the Course gives the order, all Flag posts will display immobile yellow flags and a board "SC", or if the signal light system is employed, the flashing yellow light(s) and illuminated "SC" light, which shall be maintained until the Safety Car's intervention is over.

Flashing yellow lights and a board "SC" will be used at the starting line; if necessary, other flashing yellow lights will be used at other points of the circuit. If the signal light system is employed, the flashing yellow light(s) and illuminated "SC" light shall be shown at all points of the circuit.

- (2) The Safety Car, with its flashing lights on, will immediately join the circuit regardless of where the race leader is.
- (3) All the competing vehicles will line up in single file without any degree of overlapping behind the Safety Car. All vehicles shall maintain the same speed as the Safety Car whilst in the convoy and the same speed as the car in front. All drivers shall maintain a maximum distance of three(3) car lengths from the car in front. The Clerk of the Course may impose a penalty upon any driver who is considered to have gained an unfair advantage (inadvertently or not) from a breach of this regulation; and should a driver breach this regulation for the benefit of another, both may be penalised. Overtaking is forbidden, unless a vehicle is signalled to do so from the Safety Car.
- (4) When ordered to do so by the Clerk of the Course, the observer in the Safety Car will signal (using either a green light or other signals) past any vehicles between the Safety Car and the race leader. These vehicles will continue at reduced speed particularly through any hazard zone(s) and without overtaking until they reach the line of vehicles behind the Safety Car.

For endurance races; once the Safety Car is positioned in front of the highest placed vehicle on the circuit at that time, no further repositioning of vehicles shall occur. If that highest placed vehicle on the circuit subsequently pits, the remaining vehicles shall continue in the order that they are lined up behind the Safety Car.

- (5) For events employing flag signalling only, each time the Safety Car passes a Flag post, the yellow flag will be waved continuously while the Safety Car and the vehicles following it remain in the section between this point and the next point.
- (6) The Safety Car shall be used at least until all vehicles are lined up behind it.
- (7) Under certain circumstances the Clerk of the Course may ask the Safety Car to use pit lane. In these cases, and providing its yellow lights remain illuminated, all vehicles must follow it into pit lane without overtaking. Any vehicle entering the pit lane under these circumstances may stop at its designated pit area.
- (8) While the Safety Car is in operation, competing vehicles may stop at their pit, but may not rejoin the circuit while the Safety Car and the line of vehicles following it are passing the pit-exit. A vehicle rejoining the circuit will proceed at reduced speed until it reaches the end of the line of vehicles behind the Safety Car.

14.3 End of Safety Car Deployment:

- (1) When the Clerk of the Course decides to call in the Safety Car it will turn off its flashing lights and return to pit

lane. All weaving must stop, and Drivers must form a single file behind the Safety Car

- (2) The pole vehicle shall fall more than three(3) car lengths behind the Safety Car in order to avoid the likelihood of an accident before the Safety Car leaves the circuit.
- (3) The vehicle on pole position will maintain the speed until the signal to start is given.
- (4) No erratic acceleration or braking, nor any other manoeuvre likely to impede other competitors is permitted.
- (5) Drivers may break the single file requirement once the Safety Car Control Line has been passed.
- (6) Racing will recommence when the start signal (green light or flag) is displayed. All flag points are to withdraw their yellow flag and SC board or extinguish the light(s) of the signal light system.
- (7) If the race ends while the Safety Car is deployed the vehicles will take the chequered flag without overtaking.

14.4 Each lap covered while the Safety Car is in service will be counted as a race lap.

15. Determination of the Finish:

15.1 The finish signal will determine the conclusion of a competition.

- (1) In the case of a race over a set distance, the winner shall be the competitor who covers the distance in the least time and the end of race signal will be displayed when the first competitor completes the set distance.
- (2) In the case of a race for a set time, the winner will be the competitor who covers the greatest distance in that time, and the end of race signal will be displayed to the leading vehicle.

15.2 Should the end of the race signal inadvertently or otherwise be displayed before the leading vehicle completes the scheduled number of laps – or before the prescribed race time has been completed – the race will nevertheless be deemed to end at the moment the signal is given. Should the end of race signal be inadvertently delayed, the race will nevertheless be deemed to finish at the correct moment and the competitors will be classified accordingly.

15.3 To be classified as a Finisher, a vehicle must cross the finishing line under its own power within the four(4) minutes immediately after the signalling of the finish of the race and have covered at least 75% of the distance achieved by the appropriate class winner.

15.4 After receiving the end of race or end of practice signal, vehicles will maintain station and proceed at a reduced speed to re-enter the pits at the pit entry lane provided.

Organisers may advise of alternate requirements in the Supplementary Regulations.

15.5 **Dead Heats:** For any classification, dead heats will result in points gained or awards shared equally.

Thus, if third and fourth places cannot be separated, their points or awards are added together and divided by two, and these competitors declared equal third. The next competitor in the classification is declared to be fifth.

15.6 **Ties in Championships, Cups, Trophies or Series:** Unless the Articles or Supplementary Regulations provide otherwise, the classification in a Championship or Series which has resulted in a tie, will be determined by taking into account, firstly, the number of first placings obtained and progressing down the finishing positions in all the events counting for the Championship or Series until the tie is broken.

If an equal result is still obtained, MotorSport NZ shall, after taking into account such consideration as they deem to be desirable and/or convenient, either declare a winner OR declare two(2) or more drivers (as may be appropriate) to be equal winners of the Championship.

15.7 **Provisional Results:** In accordance with the National Sporting Code, the Provisional Results will be posted as soon as possible after each race and in the absence of any inquiries, complaints, protests or technical inspections pending will become final after the expiration of thirty(30) minutes.

16. Fuels and Refuelling:

16.1 For all vehicles other than Appendix Six Schedule K period classification D and E refer to Appendix Two Schedule A for full details of fuel specifications.

For Appendix Six Schedule K period classification D and E vehicles refer to Appendix Six Schedule AA for details of fuel specifications.

16.2 Refuelling of competition vehicles may only be carried out:

- (1) During practice in the paddock area.
- (2) During races where refuelling is necessary in the pit lane provided all safety precautions are strictly adhered to.

Notes:

1. *Unless specified otherwise in the Event Supplementary Regulations, no fuel will be allowed in trackside pits.*
2. *In all races where refuelling is necessary all refuelling will be carried out either in the refuelling bay provided or in the pit lane under conditions specified in the Supplementary Regulations.*
3. *The Organisers reserve the right to inspect and if necessary approve refuelling equipment prior to it being used.*
4. *Competitors should be familiar with and adhere to the MotorSport NZ Code of Practice – Fuel, which is available on the MotorSport NZ website (www.motorsport.org.nz/technical/fuel/)*

17. Unsuitable Drivers and Vehicles:

- 17.1** The Clerk of the Course reserves the right to exclude either before or during the Meeting any vehicle or driver which is considered to be unsuitable or unsafe.

18. Injuries:

- 18.1** Any Driver involved in a collision and/or accident during racing or practice must obtain a clearance from the Chief Medical Officer and Clerk of the Course before competing further in the Meeting.

19. Inquiries:

- 19.1** Inquiries into any part of a race may be lodged with the Clerk of the Course on the Race Inquiry form within thirty(30) minutes after the completion of the race concerned. It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable. A competitor will have the right to formally protest on the subject of the inquiry.

20. Protests:

- 20.1** Any protests shall be made in accordance with the National Sporting Code.

21. Judges:

- 21.1** **Judges:** Judges may be appointed in accordance with the National Sporting Code.

22. Driving Standard Observers:

22.1 Driving Standard Observers:

- (1) The Clerk of the Course may appoint Driving Standards Observers to be positioned at strategic points around the circuit to report on a random basis as considered appropriate.
- (2) Where appointed such observers are responsible to provide the Clerk of the Course with reports of driving standards as outlined in Article 12 of this Schedule.

23. General:

- 23.1 Compliance:** Entrants are reminded they or any of their drivers, pit crew and team personnel not complying with any of the requirements of the National Sporting Code, these Standing Regulations, Supplementary Regulations and/or Instructions to Entrants and/or Drivers may result in;

- (1) (If occurring during racing) the competing vehicle being black flagged and action being taken as provided herein, or
- (2) (At other times) such action as is provided in the National Sporting Code, its Appendices and/or Supplementary Regulations.

- 23.2 Prohibited Area:** Only such persons and vehicles as may be in the opinion of the Organisers, necessary or essential for the conduct of the Meeting shall be permitted outside the safety-fenced area.

Access to such area by any person other than those for whose use passes are specifically issued or misuse of such passes may result in disciplinary action against any driver/entrant concerned.

- 23.3 Circuit Advertising & Promotional Activity:** Erection of signs at the circuit during the meeting by drivers/entrants or their Sponsors is not permitted without the prior approval of the Organisers.

All advertising banners and/or hoardings shall be in place before official practice commences. Once official practice has commenced there shall be no more banners or hoardings erected without the specific written approval of the Stewards and Clerk of the Course.

23.4 Lap Record: The official lap record for each class, at each circuit, shall be set during a race and not in practice or qualifying. When a driver is disqualified for an illegal vehicle, the lap time (record lap) is disqualified also.

24. Meeting Rides (Hot Laps): Meeting Rides (Hot Laps) sessions may be arranged at meetings. It is recommended that they are the final session of the day.

24.1 Procedure: The Event permit shall specify approval of Meeting Rides (Hot Laps) sessions and the details are to be included in Event Supplementary Regulations. It is recommended that these either be time bound or passenger number restricted. Advance registration for participation is recommended.

24.2 Drivers: A Driver may only drive the competition vehicle for which they have been entered in the meeting during meeting rides (Hot Lap) sessions.

24.3 Vehicles: All cars participating in Meeting Rides (Hot Laps) must:

- (1) Be fitted with a MotorSport NZ safety cage, homologated in accordance with Appendix Two Schedule A, and
- (2) Have passenger safety equipment, consisting of seat, seat mounting and safety harness, installed to a minimum of Appendix Two Schedule A standard.
- (3) Be safety audited (scrutineered) prior to commencing rides.

24.4 Passengers:

- (1) The minimum age for passengers is twelve(12) years.
- (2) Each passenger shall be briefed by the team providing the meeting ride (hot lap) on basic event safety procedures, how to correctly wear and subsequently uncouple the safety harness, and shall sign the Passenger Indemnity form prior to their participation.
- (3) Passengers shall wear safety apparel (helmet, closed footwear, and a minimum of single layer overalls) as specified in the driver safety regulations contained in Appendix Two Schedule A.
- (4) No Competitor, or member of a competitor's service crew, who is entered in that Meeting or Event, may participate as a passenger in a Meeting Ride (Hot Laps) session(s) in any car.

24.5 During the meeting:

- Drivers are to report to the Secretariat office to complete, sign and collect their Meeting Passenger Indemnity form.
- Competitors will be supplied a form of individual passenger identification. It is the competitor's responsibility to ensure that all passengers have signed the Passenger Indemnity form prior to undertaking rides.
- The competitor must submit all Passenger Indemnity forms to the Clerk of the Course no later than thirty(30) minutes prior to the commencement of the meeting ride session.
- Competitors are responsible for ensuring that their passengers are wearing the appropriate safety apparel.
 - Team members to take passengers to pre-arranged passenger loading area ready to get in the vehicles.
 - A maximum of two(2) team members plus passengers are permitted in the passenger loading areas.
 - Team members should be clearly identifiable.
- The Organiser is to ensure that there are sufficient Officials available to check passenger identification and safety apparel prior to the car being released onto the circuit for the Hot Lap.

24.6 Warm up: If a Car has not taken part in any test session prior to meeting rides then it must undertake warm up laps (without any passengers) as follows:

- (1) Exit the Pit Lane and complete that part of a lap until the Car crosses the start/finish line, and then
- (2) Drive around the circuit until returning to the Pit Lane.

These warm up laps will be part of the session time allowance, if applicable.

24.7 Meeting Ride Duration: Each Hot Lap ride will be a maximum of three(3) laps and will consist of only one(1) “flying lap” of the race track for each individual passenger carried. A “flying lap” is one in which a Car carrying a passenger is permitted only to:

- (1) Exit the Pit Lane and complete that part of a lap until the Car crosses the start/finish line, and then
- (2) Complete a whole lap (the “flying lap”) which must finish when the Car crosses the start/finish line again; and then
- (3) Complete that part of a further lap which is necessary to return to the Pit Lane.

Each passenger may only have one(1) ride.

24.8 Speed and Conduct: At all times during this session a Car must not be driven at full racing speed. The Car is to be driven comfortably within Driver and Car limits. The following conditions are to be observed:

- The Driver must not lose control of the Car or allow all four(4) wheels of the Car to leave the racing surface.
- At all times the Pit exit and Pit entry blend lines must be respected.

Failure to observe any of these conditions will result in the driver being penalised. Additionally the driving behaviour could be considered careless or dangerous driving depending on the circumstances.

Addenda to Schedule Z

Flag or Light signals and boards:

Red flag:



Means;

During Practice: Waved to signal the practice session has been stopped. Slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.

During the Race: Waved to signal the race has been suspended. Stop racing, slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to the red flag control line. Do not overtake. Be prepared to stop if required.

Red Light:



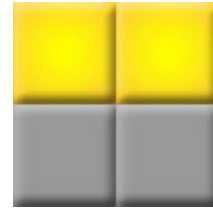
Means;

During Practice: flashing to signal the practice session has been stopped. Slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to your trackside pit. Do not overtake. Be prepared to stop if required.

During the Race: flashing to signal the race has been suspended. Stop racing, slow down ensuring following vehicles can slow in the space available; proceed with maximum caution to the red flag control line. Do not overtake. Be prepared to stop if required.

Yellow Flag:

Yellow Light(s)

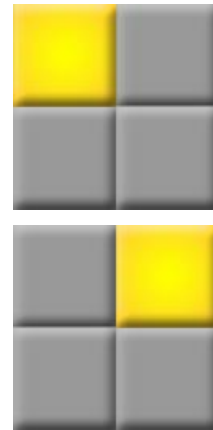


**Means;
At all times:**

Single Waved: Reduce speed. Do not overtake. There is a hazard on or in close proximity to the circuit.

**Means;
At all times:**

Flashing together: Reduce speed. Do not overtake. There is a hazard on or in close proximity to the circuit.

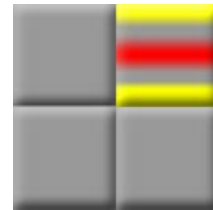


Double Waved: Reduce speed. Do not overtake. Be prepared to stop. There is a major hazard on or in close proximity to the circuit.

Alternately Flashing: Reduce speed. Do not overtake. Be prepared to stop. There is a major hazard on or in close proximity to the circuit.

Yellow/Red Flag:

Yellow/Red Light:



**Means;
At all times:**

Displayed **single** waved to warn of debris or deterioration of adhesion that is imminent.

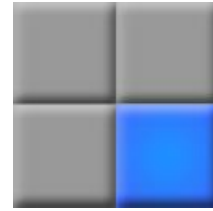
**Means;
At all times:**

Flashing to warn that serious debris or deterioration of adhesion that is imminent.

Displayed **double** waved to warn that serious debris or deterioration of adhesion that is imminent.

Blue Flag:

Blue Light:



Means;

During Practice: Waved to signal a faster vehicle is catching and may overtake you.

Means;

During Practice: flashing to signal a faster vehicle is catching and may overtake you.

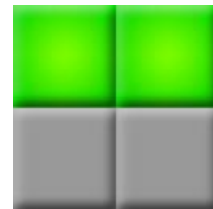
During the Race: Waved to signal another vehicle is about to lap you. Let the other vehicle through, failure to do so may invoke a penalty.

During the Race: flashing to signal another vehicle is about to lap you. Let the other vehicle through, failure to do so may invoke a penalty.

Green Flag:



Green Light:



Means;

At all times: Displayed waved to signal the all clear at the end of the danger area marked by yellow flag(s).

Means;

At all times: flashing to signal the all clear at the end of the danger area marked by yellow light(s).

Black Flag *:



Shown with this board. **OR**

Shown with this board.



Means;

During the Race: Within one(1) lap, proceed to drive through the pit lane without breach of the maximum speed limit and without stopping at your pit.

Means;

During the Race: You must stop at your pit within one(1) lap of receiving the signal and report to the Clerk of the Course who has additional powers up to exclusion to apply if necessary.

Black / White flag *:



Shown with this board. **OR**

Shown with this board.



Means;

During the Race: Signifies to the competitor that a judge of fact time penalty has been applied. Does not necessitate return to the pits or that a Drive Through Penalty has been imposed in this instance.

Means;

During the Race: A warning that your driving behaviour (unsportsmanlike) has been reported to the Clerk of the Course any further reports will result in a Black flag.

Black / Orange flag *:

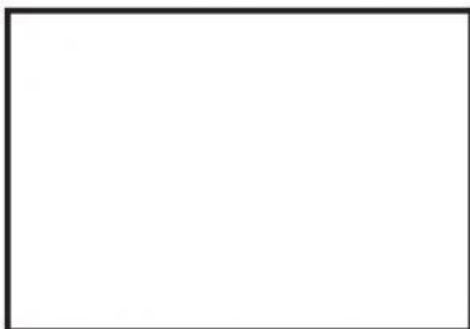


Shown with this board.

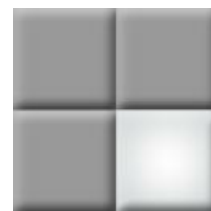
Means;

At all times: A warning of apparent mechanical failure, or of a fire (which might not be obvious to you), or failure to have rain light illuminated. You must call in at your pit on the next lap.

White Flag:



White Light:



Means;

Waved to warn you are catching a much slower vehicle that may seriously obstruct you.

Means;

flashing to warn you are catching a much slower vehicle that may seriously obstruct you.

Last Lap Board:



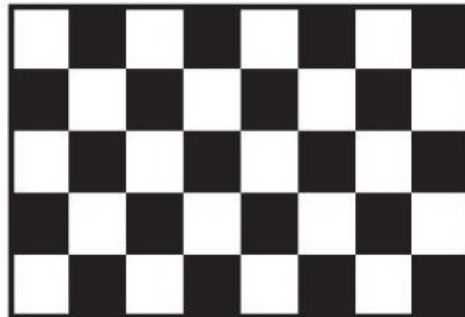
Displayed at Finish line to signify that the vehicles are starting the last lap of a Race. (Mandatory for all MotorSport NZ Championship races. Recommended for all other races).

Rain Lights Board:



When displayed it signifies that the rain lights must be illuminated.

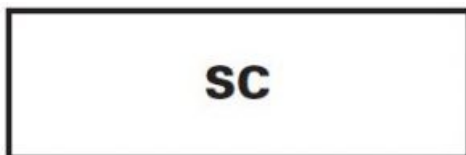
Black white chequered flag:



Means;

At all times: End of Race or Finish. End of practice.

Safety Car Board:



Safety Car Light:



When displayed at all Flag posts it signifies that the Safety Car is on the circuit. (Refer Schedule Z Article 14 for full details.)

When Illuminated at all Flag posts it signifies that the Safety Car is on the circuit. (Refer Schedule Z Article 14 for full details.)

Boards used in conjunction with Race Starts:

Thirty Second Board:



When displayed at the start line it signifies that the start is imminent.

Five Second Board:



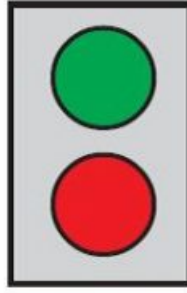
When displayed at the front of the grid or from the Starters dais this indicates that the starter is intending to proceed with the start. Not used when starting lights are used.

Start Delayed Board:



If, through unforeseen circumstances, the start cannot take place at the appointed time, drivers shall be notified by the display of this notice and yellow amber light(s), which may also be supplemented by an audible warning.

Signals used at Pit Exit:



Used during Practice: Drivers must stop if the red light is on and may proceed to join the circuit when the red is turned off and the green light is on. The red signifies that it is unsafe to join the circuit as a vehicle is approaching the merge point between the pit exit lane and the circuit.

Used for a vehicle starting a race from pit lane: Drivers who are directed to start from pit lane will be held on the red light until the Clerk of the Course orders the red light to be extinguished and the green light turned on.

Note: *At Clubmans Race Events flags may be used instead of lights*

Flag:

Blue Flag used during a race only:



Will be shown stationary to warn the vehicle exiting the pits that vehicles on the circuit are approaching the pit exit/circuit proper merge point. Drivers leaving the pit lane will do so on their own responsibility.

Note: *A blue light or lights may substitute this flag.*

Pit Speed restriction signs:



This sign will be sited at a point on the pit lane entry road adjacent to a white line across the entry lane. From this point forward the maximum speed in the fast lane of the pits is 40kph. When crossing out of the fast lane into the working lane of the pits or to enter the pit paddock the maximum speed reduces immediately to 15kph.



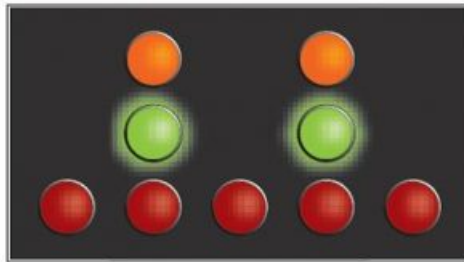
This sign will be sited at a point on the fast pit lane exit to the circuit adjacent to a white line (demarcation line) across the exit lane. The distance between the demarcation line and the merge point with the circuit allows vehicles the opportunity to reach at least seventy percent of the speeds of vehicles on the circuit at the merge point.

Start Line Lights

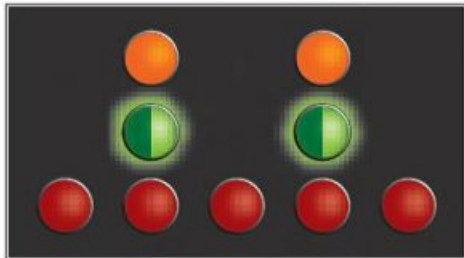
Race Light Descriptions

During Practice Sessions:

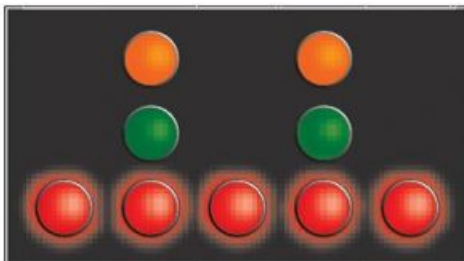
Two green lights on:



For the last two(2) minutes of the session the green lights are flashing.

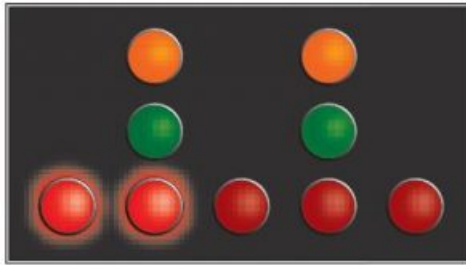


Session concludes when two(2) flashing greens are extinguished and Five(5) reds come on. Slow down, complete the lap and return to the pits.

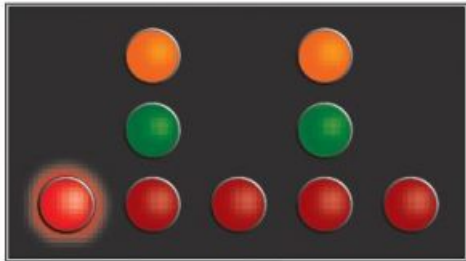


For Race Standing Starts:

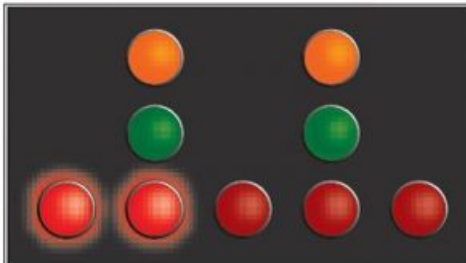
- (1) Assemble on the grid. The countdown starts with one(1) (or two(2) lights) going out immediately then one(1) further light each minute until all five(5) red lights are out and the two(2) greens go on. Cars are released by this signal for the warm up lap. Once all cars have cleared the grid the greens go out.



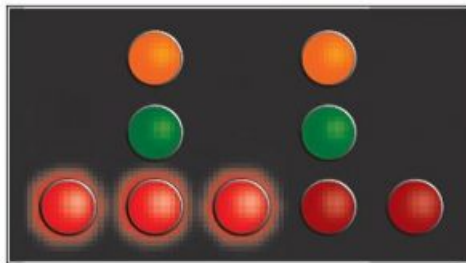
(2) As soon as the cars are back from the warm up and in their grid positions (i.e. last car in it's grid box). The **Five(5) Second signal** will be given by one(1) red light coming on.



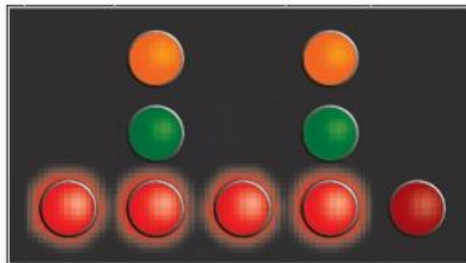
Four Seconds: Another red light comes on



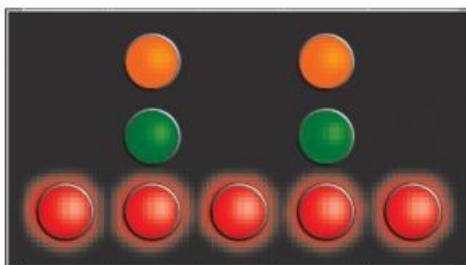
Three Seconds: Another red light comes on



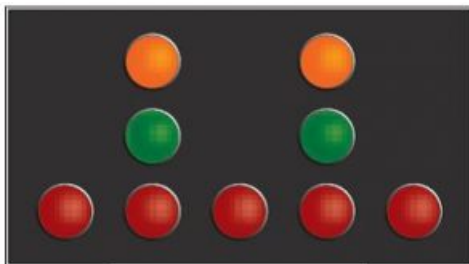
Two Seconds: Another red light comes on



One Second: All red lights are illuminated

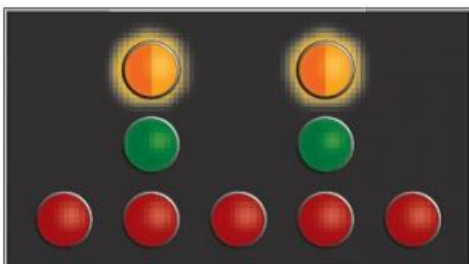


- (3) **Race Start:** After a preset delay of between 0.2 and 3.0 seconds, all the red lights are extinguished signifying the start of the race. After all the cars have passed the pit exit the red pit exit lights are replaced by green, this is the signal for cars starting from the pit lane to join the race.



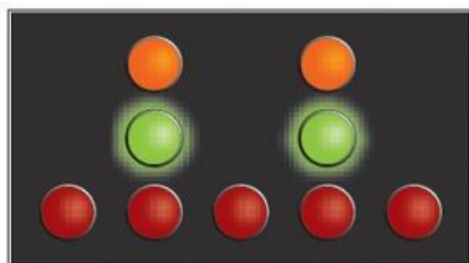
During the Race

Start Abort: Orange lights commence flashing and all other lights will freeze in their present state for at least twenty(20) seconds. Once the reason for the abort has been corrected cars will be released on a further warm up lap and the starting procedure will recommence at the five(5) second signal point (2) above.

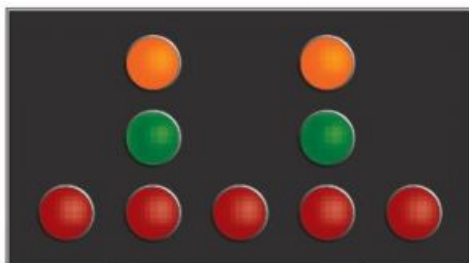


For Race Rolling Starts:

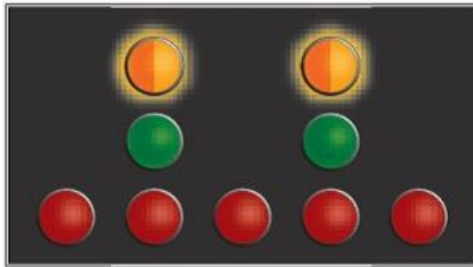
- (1) After the positioning lap has been completed all vehicles assemble on the grid. The starter will illuminate the green lights to follow the safety car for the rolling start lap. As soon as all cars are clear of the grid the green lights are extinguished and the five(5) reds illuminated.



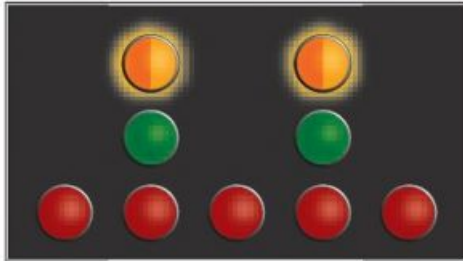
- (2) **Race Start:** Five(5) reds are extinguished, as the pole cars approach the start line, on the Clerk of the Course being satisfied that the pole cars are holding the grid in formation.



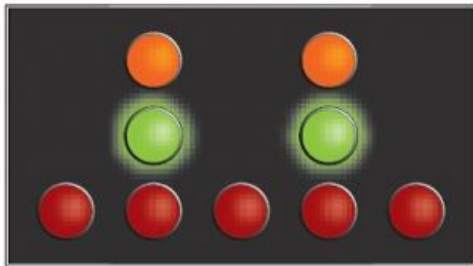
Start Abort: Orange lights commence flashing and all other lights will freeze in their present state for at least twenty(20) seconds. Cars will be waved through the start and proceed to do another lap and reapproach the start. As soon as all cars have passed the start the orange lights will be extinguished and the reds remain on awaiting the rolling start sequence (2) above.



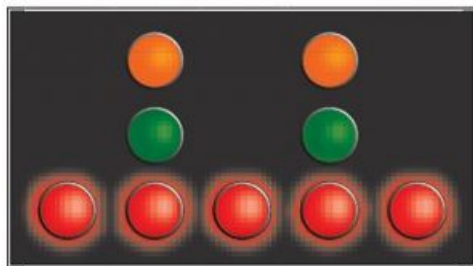
Safety Car intervention: Orange lights commence flashing and remain flashing until the reason for intervention has been corrected. Safety Car boards will be displayed at the starters platform and all flag points accompanied by yellow flags.



Restart procedure from Safety Car Intervention: As the Safety car approaches its exit point the Safety Car lights are extinguished. At a point when the cars are approaching the start line the orange flashing lights will be extinguished simultaneous to the greens being illuminated. Racing will recommence when the green lights are displayed.



If Race or Practice has to be stopped: Red lights all illuminated, Red flags will also be displayed simultaneously at all points including the start line.



Incident between Flag Point 2 and Flag Point 3

Incident between Flag Point 2 and Flag Point 3

