

ARTICLES GOVERNING THE 2011/12 NZ V8 UTE CHAMPIONSHIP



Preamble

MotorSport New Zealand Inc hereby declares the following articles to be those governing competition for drivers in the MotorSport NZ V8 UTE Championship class.

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The MotorSport NZ Race Championship General Prescriptions (Schedule CH),
- Event Directors Series Written Briefing, and
- The Technical Regulations – Schedule UR,
- The Event Supplementary Regulations.

A Sanctioning Permit No: 8733 has been issued in the name of MotorSport NZ.

1 INTERPRETATIONS:

Please refer to the definitions outlined in Schedule CH. In these Articles the following expressions shall have the meanings set out:

The “**Championship**” means the MotorSport NZ V8 UTE Championship for cars complying with Schedule UR; and

“**Inviting Clubs**” means the MotorSport NZ clubs hosting Rounds of the Championship; and

“**MotorSport NZ**” or “**MSNZ**” means MotorSport New Zealand Inc; and

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

“**New Zealand V8 Ute Racing Ltd**” or “**NZV8URLtd**” means New Zealand V8 Ute Racing Ltd, the category management group, and

“**Round**” means the race meeting at which drivers may score points towards the Championship; and

“**Supplementary Regulations**” means so far as they are applicable to the Championship the Standing Regulations set out in Schedule CH together with the Supplementary Regulations issued for each Round; and

“**The MotorSport Company**” or “**TMC**” is the official promoter of the Championship.

2. ELIGIBILITY:

- 2.1 All drivers shall hold a National Race Grade Competition Licence or higher and if the entrant is other than the driver, an Entrant's Licence is required in the name of the entrant.

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

- 2.2 Eligibility shall be for V8 UTE cars complying with the specifications set out in Schedule UR issued by MotorSport NZ.
- 2.3 All entrants and drivers shall agree to submit their vehicle to eligibility scrutineering when required by MotorSport NZ Technical Officers or Series Scrutineers for compliance to Appendix 2, Schedule A and Appendix 4 of the National Sporting Code.

3 CHAMPIONSHIP PERSONNEL:

- 3.1 At each Round the following personnel, or their approved assistant, shall have responsibilities and authorities set out:

- 3.1.1 **Championship Promoter:** The MotorSport Company Limited
Address: P O Box 3793, Wellington
Phone No: +64 4 472 9559
Fax No: +64 4 472 9558
Mobile Phone No: +64 27 447 5669 or +64 27 447 5670
E-mail: tmc@motorsport.org.nz
Contacts: Kerry Cooper / Peter Blakeman

Who are responsible for and authorised by MotorSport NZ for:

- (a) The promotion of the Championship; and
- (b) The supply of all competition number sets and Championship decals.

3.1.2 V8 UTE Championship

- Category Manager:** Lindsay Dodd
Phone No: +64 3 354 5619
Mobile Phone No: +64 27 4383997
E-mail: ldodd@xtra.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) The organisation of the Championship, and
- (b) Liaise with Inviting Clubs and The MotorSport Company on matters pertaining to the Championship, and
- (c) Ensure supply of competition number sets and correct placement of decals on competing vehicles.

3.1.3 V8UTE Championship

Series Coordinator: Lindsay Dodd
Address: 11 Henley Green
Hampton Grange
Northwood
Christchurch 8051
Phone No: +64 3 354 5619
Mobile Phone No: +64 27 4383997
E-mail: ldodd@xtra.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Liaise with Inviting Clubs and The MotorSport Company on matters pertaining to the Championship and
- (b) Ensure supply of competition number sets and correct placement of decals on competing vehicles.
- (c) Liaise with event Officials on any sporting aspect for the category.

Also required to:

- (a) Attend TMC coordination meetings at events
- (b) Attend Stewards meetings at events
- (c) Undertake a category drivers briefing at each meeting
- (d) Ensure Round award winners attend on-track presentations at conclusion of final category race on Sunday

3.1.4 V8 UTE Championship Scrutineer

Phone No: Paul Isaac
+64 7 377 2081
Fax No: +64 7 377 2083
Mobile Phone No: +64 274 439 698
E-mail: pisaac@ipv.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Undertake safety audits including management of vehicle log books; and
- (b) Impound and affix seals as required, and
- (c) Undertake technical eligibility checking; and
- (d) Undertake the duties of a Technical Judge (NSC 86(d)); and
- (e) Liaise with event Officials and Series Coordinator on any scrutineering or technical conformity issue for the category.
- (f) Report to the senior MSNZ Technical Officer on duty at rounds with their proposed technical checking programs and subsequent results prior to the final Stewards meeting.

The Championship Scrutineer may appoint an assistant(s) to assist with technical duties in connection with the Championship.

4 CHAMPIONSHIP STRUCTURE:

4.1 The Championship will comprise the following Rounds:

| Round | Date | Venue | Inviting Club |
|-------|-----------------------|-----------|-------------------------------|
| 1 | 4 - 6 November 2011 | Pukekohe | NZIGP Inc |
| 2 | 9-11 December 2011 | Ruapuna | Canterbury Car Club Inc |
| 3 | 13 - 15 January 2012 | Teretonga | Southland Sports Car Club Inc |
| 4 | 20 – 22 January 2012 | Timaru | South Canterbury Car Club Inc |
| 5 | 10 – 12 February 2012 | Manfeild | Manawatu Car Club Inc |
| 6 | 9 - 11 March 2012 | Taupo | Taupo Car Club Inc |

MotorSport NZ reserves the right to either cancel or amend any Rounds of the Championship due to force majeure without affecting in any way its powers to award any title.

5 CHAMPIONSHIP ENTRY:

5.1 Entry for Rounds of the Championship must be made by the Entrant and the Driver on the official entry form appended to the portfolio.

5.2 In submitting an entry for Round(s) of the Championship all Entrants and Drivers agree to comply with these articles and the National Sporting Code including all appendices and schedules to the code.

5.3 All competitors must be approved by the New Zealand V8 Ute Racing Ltd board and hold a valid Shareholder and Registration Agreement or be approved to compete if not a NZV8UR Ltd shareholder.

5.4 The entry fees will be \$485.00 (GST inclusive) per Round for all Rounds. All entry fees include Friday testing.

Ticket allocation for all Rounds will be six (6) plus two (2) vehicle passes per entry.

5.5 **Entry Fees are due as follows (refer also to the entry form):**

| Due Date | Round | Amount (includes GST) |
|-------------------|-------|--|
| 30 September 2011 | 1 - 6 | \$485.00 each for Rounds 1 - 2 and \$100.00 per Round for Rounds 3 - 6 |
| 9 December 2011 | 3 - 6 | Balance of entry fees for Rounds 3 - 6 |

5.5.1 If the total payment for all Rounds is received by the Championship Promoter by 30 September 2011, the total entry fee shall be reduced to \$2750.00 (incl GST) per competitor.

5.5.2 The Championship Promoter may consider the acceptance of late entries provided that the entry is lodged in full conformity with entry requirements and is accompanied by an additional late entry fee of \$150.00 per Round (inclusive of GST).

5.5.3 There will be **no refunds** given once an entry has been processed. Credits against future competition will be considered in exceptional circumstances.

6 AWARDS:

- 6.1 Points for each Race of the Round shall be determined based on the finishing order of each car, with points being awarded as per Schedule CH, Article 10. Points will also be awarded for qualifying session.
- 6.2 At the Annual MotorSport NZ Awards Function the MotorSport NZ title of NZ V8 UTE Championship will be awarded to the overall winner (highest overall points scorer from all Rounds of the Championship).

7 TESTING, QUALIFYING and STARTING POSITIONS:

- 7.1 **Testing:** Private testing sessions may be available to drivers prior to any Round subject to availability and track hire charges set by the Inviting Club. There will be no testing of a V8 UTE Championship vehicle on the circuit at which the Round is scheduled to be held from Monday to Thursday (inclusive) of the week prior to that Round.
- 7.1.1 The Event official testing sessions will be conducted on the first day of each Event.
- 7.2 **Qualifying:** There will be one qualifying session of 20 minutes duration.
- 7.2.1 Points will be awarded for qualifying positions achieved as for a race (Schedule CH Article 10)
- 7.3 **Race starting positions:**
- (1) Starting Positions for **Race One** will be determined by a Marble Draw supervised by the Championship Co-ordinator.
 - (2) Starting Positions for **Race Two** will be determined by the reverse of the Marble Draw for Race one.
 - (3) Starting Positions for **Race Three** will be determined by the points achieved in Qualifying, Races One and Two with highest points scorer on pole. Should more than one driver be on the same number of points, such drivers will be placed in order of qualifying times.

8 RACE DISTANCES:

| Round | Race 1 | Race 2 | Race 3 | Venues |
|-------|--------|--------|---------|-----------|
| 1 | 8 Laps | 8 Laps | 12 Laps | Pukekohe |
| 2 | 8 Laps | 8 Laps | 12 Laps | Ruapuna |
| 3 | 8 Laps | 8 Laps | 12 Laps | Teretonga |
| 4 | 8 Laps | 8 Laps | 12 Laps | Timaru |
| 5 | 8 Laps | 8 Laps | 12 Laps | Manfeild |
| 6 | 8 Laps | 8 Laps | 12 Laps | Taupo |

At all Rounds the Event Director, in consultation with the Stewards, reserves the right to shorten and/or cancel races in the case of Force Majeure.

9 GRIDS AND STARTS:

9.1 At all Rounds these will be standing starts in accordance with the provisions of Schedule CH.

9.2 Race Three – Rounds 1-6

9.2.1 During this race there will be a Safety Car intervention to close the field up.

9.2.2 If it is not practicable to provide a separate Safety Car deployment, then this condition will not occur.

10 TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

10.1 Only the control tyres as detailed in Schedule UR are permitted for any Round of the Championship.

10.2 Any control tyre may be used for testing and hot lap sessions.

10.3 A maximum of six (6) Control Tyres will be marked for each automobile by the Series Scrutineer at each meeting and these are the only tyres permitted to be used on that vehicle during any qualifying session or race.

10.4 Of the six (6) tyres detailed in 10.3 above, two (2) of these tyres must be new and must be fitted to the front of the vehicle during qualifying. Two (2) other tyres may be new and must be fitted to the rear of the vehicle during qualifying. The remaining two (2) tyres must be previously used and been previously marked. These two tyres may only be used during races.

10.4.1 For Round 1, Six (6) new tyres may be purchased, however two (2) of these new tyres must be run during that round test sessions prior to qualifying.

10.4.2 Where a driver enters the series after Round 1, tyre allocation will be in accordance with 10.4 and 10.4.1.

10.4.3 It is not permitted to start any race on tyres that have not been previously run.

10.5 Following the completion of the qualifying session, any of the six (6) tyres detailed in 10.3 above may be used without restriction as to its location on the vehicle.

10.6 Any tyre that has worn below any of the tread depth indicators in the middle section of the tyre will not be permitted to be used at the start of a race.

10.6.1 Competitors are permitted to replace two (2) marked tyres (as detailed in 10.6 above) per vehicle, if the Series Scrutineer is satisfied that due to exceptional circumstances, the tyre in question can no longer be used. The Series Scrutineer shall ensure that the replacement tyre is a previously marked and used tyre. He is to withdraw the marking for that meeting of any tyre replaced and mark the replacement tyre as one of approved allocation.

10.7 Specifically prohibited for all tyres are the following modifications:

- Hand cut tread grooves,
- Filing and buffing,
- Tyre warmers,
- Chemical treatments, and
- Any means of artificially enhancing tyre performance.

- 10.8 Tyre marking;** will take place at a time stipulated in the weekend run sheet as provided by the Championship Coordinator before the weekend, but the time will be prior to qualifying. Each Competitor must present all six (6) tyres for marking at the front of their respective garage / marquee bay. All tyres must be removed from the vehicle for marking as all tyres will be marked on the inside & outside edges.
- 10.9** If qualifying and / or racing are scheduled on more than one (1) day at a meeting, the Championship Scrutineer may impound any tyres overnight.
- 10.10** It is the Competitor's responsibility to ensure that tyre markings remain clearly visible. Whenever a tyre marking becomes illegible, the Competitor must advise the Championship Scrutineer accordingly, who will decide upon the appropriate course of action.

11 PIT SPACE ALLOCATION:

- 11.1** These will be allocated by TMC. Please refer any special requirements to the Championship Coordinator.
- 11.2** A marquee will be supplied incorporating individual pit areas.
- Specific team allocation and use will be managed by Championship Coordinator. All V8 UTE Competitors and Race Cars will be located together in one dedicated area of the paddock.
- 11.2.1** It is a requirement of entry that all Competitors make use of this allocated area to house their Race Car and team for the duration of the Meeting.

12 IN CAR CAMERA

- 12.1** It is compulsory for each vehicle to be fitted with a forward facing in-car camera. The camera, data card and mounting bracket will be supplied by the Championship Coordinator and it is the competitor's responsibility to ensure it is fully operational during all meeting sessions on Saturday and Sunday.
- 12.2** This camera must be mounted in accordance with any instructions issued. The mounting of will be approved, by the Championship Scrutineer or his appointed official.
- 12.3.1** Where an in-car camera is fitted, all video footage must be surrendered to the Championship Coordinator or MSNZ when requested by either the Championship Coordinator or any MSNZ Official.

13 PERFORMANCE PARITY

- 13.1** The Championship Scrutineer shall monitor lap times and results for each test, qualifying and race session to ensure performance parity is maintained across all makes and models during the Championship.
- 13.2** The Championship Scrutineer reserves the right to adjust engine rpm limits or control ECU tune programs as he deem necessary to maintain Performance Parity at any time during the series.

13.3 The Championship Scrutineer shall at his discretion, use the category approved dyno for dyno testing/results and any other data available to monitor and adjust performance parity.

13.3 If there are any changes to Engine rpm limits this will be advised prior to each race meeting and set prior to the commencement of the meeting to maintain Vehicle Performance Parity between vehicle brands.

APPENDIX 1

Decal placements and Sponsorship requirements

Located on inside front cover of portfolio