

MARCH SUPER TRUCK MEETING
Saturday 21st and Sunday 22nd March 2020
TERETONGA PARK, INVERCARGILL
STANDARD SUPPLEMENTARY REGULATIONS PART ONE

1. JURISDICTION

This event is a National Championship and Sanctioned Series Race Meeting promoted by the Southland Sports Car Club Inc. at Teretonga Park, Invercargill.

The Meeting will be held under these Supplementary Regulations, the MotorSport NZ National Sporting Code and its Appendices and Schedules particularly Appendix Four, Schedule Z being the Standing Regulations for all Race Meetings and Appendix Two, Schedule A – Driver and Vehicle Safety Requirements, and where necessary for pre 1978 cars, Schedule K, T&C or Cr compliance with Appendix Six, Schedule AA, and where applicable the relevant Championship or Sanctioned Series regulations pertaining to that class.

The MotorSport NZ Permit Number is 200144.

2. MAJOR OFFICIALS

2.1 Organising Committee: Bevan Gerrard (Chair), Norma Burns, Tony Forde, Paul Rosel, Wendy Jenks, Noel Atley, Lenard McLeod, Rachael Beck, Cody Masters, Ian Richardson, Lindsay Beer.

2.2 Secretary of the Meeting: Norma Burns

2.3 Officials of the Meeting

A list of the Officials of the Meeting will be published in Part 2 Supplementary Regulations.

3. VEHICLE REQUIREMENTS

The Meeting Organisers have scheduled races for the following vehicle classes or types:

Super Trucks – practise and races as per their championship portfolio.

Mainland Muscle Cars – practise and races as per their Sanctioned Series articles.

Pre 65 Saloons – one practise, one qualifying and three races.

NZ Six Saloons – practise and races as per their Sanctioned Series articles.

Sports & Racing Cars – one practise, one qualifying and four races.

Club Saloons – one practise, one qualifying and four races.

The A1 Auto Services One Hour Race has also been included on the programme with the qualifying session provisionally scheduled for Sunday morning and the race in the afternoon.

To be eligible for this race meeting, all vehicles must have a fully homologated roll cage.

4. ENTRY CLOSING DATES & ENTRY FEES

4.1 Entry Closing Dates

The entry closing date at normal fees is Wednesday 11th March 2020.

Entries received after the normal fee closing date may be subject to late fee of \$50.00 including GST. Emailed entries will be accepted at info@teretonga.org.nz, however the Secretary of the Meeting may require the original entry form which should be received no later than 3 days after the despatch of the emailed entry.

Entries should be forwarded to: Secretary of the Meeting
Southland Sports Car Club Inc.
PO Box 543
Invercargill 9840

4.2 Entry Fees – Mainland Muscle Cars, Pre 65 Saloons, NZ Six Saloons, Sports & Racing Cars, Club Saloons

Note: For those competitors entered in one of the above classes there is no additional fee to also enter the A1 Auto Services One Hour Race.

Entry fee content	Normal Closing Fee	Late Closing Fee
Basic fee	\$166.95	\$210.43
MSNZ Participation Levy	\$46.09	\$46.09
Sub Total	\$213.04	\$256.52
GST No. 49-621-531	\$31.96	\$38.48
Total Entry Fees	\$245.00	\$295.00

4.3 Entry Fees – Super Trucks

Entry fee content	Normal Closing Fee	Late Closing Fee
Basic fee	\$219.13	\$262.62
MSNZ Participation Levy	\$211.30	\$211.30
Sub Total	\$430.43	\$473.92
GST No. 49-621-531	\$64.57	\$71.08
Total Entry Fees	\$495.00	\$545.00

4.4 Entry Fees – A1 Auto Services One Hour Race Only

Entry fee content	Normal Closing Fee	Late Closing Fee
Basic fee	\$136.52	\$180.00
MSNZ Participation Levy	\$46.09	\$46.09
Sub Total	\$182.61	\$226.09
GST No. 49-621-531	\$27.39	\$33.91
Total Entry Fees	\$210.00	\$260.00

4.5 SSCC Accident Assistance Fund

Operates at this meeting (for Club racing only) offering monetary assistance towards the cost of vehicle bodywork repairs in excess of \$400.00 for SSCC members only. To take advantage of this an additional fee of \$40.00 including GST should be included with your entry fee. This is subject to acceptance and other special conditions. Rules of the Fund are available from the Administration Office.

4.6 Entry Fee Refunds Policy

- (1) The Organisers advise that entry fees may be refunded in full or in part under the following conditions;
 - (a) Non-acceptance of entry ----- **Full refund**
 - (b) Cancellation of the Meeting prior to the commencement of documentation ---- **Full refund.**
 - (c) Withdrawal in writing prior to the close of normal entries ---- **Full Refund.**
 - (d) Withdrawals after normal entry closing but before the start time listed for documentation ---- **75% entry refund.**

NOTE: All tickets issued to the competitor for the meeting must be returned as a prerequisite to any refund consideration.
- (2) The Organisers confirm that entry fees will not be refunded for;
 - (a) Withdrawals or failure of a competitor to advise of non-appearance at the meeting after the commencement of documentation, or
 - (b) Abandonment or cancellation of the meeting after the commencement of documentation.

4.7 Acceptance of Entry and Admission Passes

Acceptance of Entry will be sent with Admission Passes. Competitors will be able to purchase additional tickets for their guests up to the conclusion of documentation at a discounted rate.

5. COMPETITOR REQUIREMENTS & UNDERSTANDING

5.1 Licence Requirements

The driver must hold as a minimum a C1 Grade Competition Licence.

If the Entrant is other than a driver, an Entrants licence in the name of the Entrant is required.

5.2 Competitors Briefing

A written briefing will be issued at documentation to all competitors.

A verbal Drivers Briefing will also be held Saturday 21st March and is compulsory for all competitors to attend. Time will be published in Supplementary Regulations Part 2.

5.3 New Drivers

Any driver who has competed in three (3) or less race meetings, or who has not previously competed at the circuit must indicate the fact on the entry form and attend the New Competitors Briefing session. This will be held at the conclusion of the verbal drivers briefing as per the time stated above.

5.4 Competitor Understanding

In signing the entry forms competitors (Entrant and Drivers) are deemed to fully understand the MotorSport NZ National Sporting Code and its relevant Appendices and Schedules. In particular:

- The National Sporting Code Articles pertaining to protests and competitors obligations, and
- Schedule Z Articles detailing Flag signals and Code of Conduct, and
- The Code of Practice for Motorsport Fuel Handling.

5.5 Protective Clothing

Please refer to the Motorsport New Zealand Manual, Appendix Two – Schedule A, Part One – Article 4.3. The minimum requirement for this event is level B.

6. DOCUMENTATION & SCRUTINEERING AUDIT INSPECTION

6.1 Documentation

Will take place at Teretonga Park Race Office on Saturday 21st March 2020 between 7.30am and 9.30am.

6.2 Scrutineering Audit Inspection:

For all classes, with the exception of the Super Trucks, the Scrutineering Audits will take place at Teretonga Park in the Turntru Machining Scrutineering Shed and will run simultaneously with Documentation as above. Competitors may be advised at documentation if their vehicle has been selected for audit.

If required, the Super Truck Scrutineering Audit venue will be advised in the Part Two Supplementary Regulations.

7. POSTPONEMENT, CANCELLATION, ABANDONMENT & ORGANISERS' RIGHTS:

Pursuant to national Sporting Code Article 13, the organisers advise that if less than 60 entries are received by the entry closing date the meeting may be postponed or cancelled.

Should there be less than 12 entries received for any class proposed in Article 3 of these Supplementary Regulations by the entry closing date, the organisers reserve the right to cancel that class or amalgamate it with another class at their sole discretion.

8. PASSENGER RIDES (HOT LAPS)

If time allows, the organisers will allocate time at the conclusion of racing on Saturday for Passenger Rides. Only drivers and vehicles entered in the race meeting will be allowed to take part in the rides session.

Drivers are to report to the Race Office between 2.00pm and 3.00pm on Saturday 21st March 2020 to complete, sign and collect their Meeting Passenger Indemnity Form and Passenger Identification Wrist Band.

Meeting Rides will be conducted in accordance with the current New Zealand Motorsport Manual, Appendix Four, Schedule Z, Article 24.

9. TIMEKEEPING / RESULTS

The AMB timing system will be used for this meeting therefore transponders are required. Competitors with their own AMB transponder need to advise their transponder number in the appropriate space on the entry form. Competitors who do not have an AMB transponder will need to hire one at an additional cost of \$30.00.

Results of all practise, qualifying sessions and races will be posted on the Official Notice Board situated outside the Race Office.

10. FUEL HANDLING & STORAGE

Fuel will not be available at the circuit.

AvGas is available from Southern Wings, Monday to Friday 8.30am to 5.00pm.

100 Octane Unleaded fuel is now available from NPD in Bond Street, Invercargill.

Fuel storage and handling shall be the competitor's responsibility. Competitors are reminded that they are required to be familiar with the MotorSport New Zealand Code of Practice for Motorsport Fuel – Storage and Handling.

A secure bunded container will be available to Competitors for fuel storage only.

11. A1 AUTO SERVICES ONE HOUR RACE

Open to all 'Closed' Saloons, Closed GT variants and Closed Sports Cars, all of series production manufacture.

Competitors already entered in the meeting are welcome to enter the One Hour Race at no extra charge. Please indicate on the entry form if you intend to enter. Please note that if you choose to have a second driver, this person must enter, or already be entered, for the race meeting and have paid the appropriate entry fee.

Compulsory Pit Stop

During the race there is a compulsory pit stop to take place between ten and fifty minutes of the race duration. During this pit stop either:

- a) a driver change is to be made; or
- b) the driver must exit the car, complete a full circuit of the car, and re-enter via the drivers door.

The engine may be kept running during the procedure. Only when the safety belts are fastened may the vehicle proceed out of the pit lane, awaiting the starter's signal to re-join the race.

All competing vehicles shall make at least one pit stop during the race. This stop is not permitted under red flag conditions.

Red Flag

During a red flag situation no vehicle may be worked on in pit lane or Parc Ferme. Any vehicle removed from pit lane must be removed to Parc Ferme, unless withdrawing from the race.

Re-Fuelling

If it is necessary to re-fuel a vehicle during the race, the following type of equipment is authorised –

- a) Hand held containers; or
- b) Dry break hand held containers; or
- c) Sealed drums of 50 litre maximum capacity with hand operated pump; or
- d) Overhead (gravity fed) refuelling system with Dry Break Connectors.

All vehicles (except those using 'dry-break' systems) must stop their engines for the duration of the refuelling process. No other work may be performed on the race car during the refuelling process unless a dry break refuelling system is used.

The amount of fuel stored in or immediately adjacent to the pit lane must not exceed the capacity of the vehicle's fuel tank. Each pit must be equipped with an operable fire extinguisher of at least 5kg capacity. Any spilled fuel must be mopped up prior to leaving the pit and re-joining the race.

The re-fuelling crew must wear fire resistant overalls, gloves and balaclavas.

Pits

The sharing of pit and re-fuelling crews is permitted.

A maximum of four service crew and two drivers are permitted in the pit lane at any one time with each car. A maximum of two of these pit crew members shall be designated the 'Re-fuelling Crew'. Each team pit area shall have a Dedicated Fire Marshal wearing fire-proof overalls, balaclava and gloves with a fully serviced operable dry chemical fire extinguisher of minimum capacity of 5kg. This person's sole responsibility is to man the fire extinguisher and this person cannot take part in any other job when refuelling is taking place.

All teams using overhead refuelling systems shall have a dedicated person whose sole responsibility is to operate the self-closing valve. This person shall wear fire-proof overalls, balaclava and gloves and their sole responsibility is to man the overhead rig self-closing valve and this person cannot take part in any other job when refuelling is taking place.

A maximum of two persons per vehicle are allowed in the pit wall signalling area at any one time. The pit wall must be vacated at the start of the race.

Work during Refuelling Process

- Dry Break System: Other work may be performed on the vehicle during the refuelling process.
- Non Dry Break System: No other work may be performed on the vehicle during the refuelling process.

Starts & Grids

The starting positions will be determined by the fastest qualifying time achieved by each vehicle in the practise session. Number one driver in each team will qualify in the normal saloon group session.

Safety Car

During any Safety Car period, the pit lane exit will be closed until Safety Car train has passed.

Organiser's Rights

The Organisers reserve the right to inspect and if necessary approve all refuelling and safety equipment prior to it being used.

GENERAL INFORMATION

A. Circuit Hire – Testing

The circuit is available for private hire by contacting the Circuit for a schedule of dates, hire conditions and applicable fees.

B. Trailer/Tender Parking

No parking within the working area of the Pit Paddock. Trailer/tender parking is at the south end of the pit paddock only.

C. Food

Will be available from Teretonga Tasties at the Pit end of the Clubrooms. Profits go toward improving Teretonga Park facilities.

D. No Smoking

The Pit Paddock, including Pit Lane, Assembly Area and Scrutineering Shed, has been designated as a No Smoking area.

E. Clubrooms

The clubrooms bar will be open at the conclusion of racing each day.

F. Advertising

No advertising banners, sales outlets or promotional displays are allowed on the Teretonga circuit without prior approval from the Southland Sports Car Club Inc.

G. Towing

No responsibility will be accepted by the Southland Sports Car Club Inc. or the Tow Truck operators, for any damage caused to any race car during any recovery or relocation operation at the meeting. It is the race car owner's responsibility to provide some means of towing and/or lifting, at both front and rear of the car, as per the current New Zealand MotorSport Manual.

PROGRAMME OF EVENTS

Will be sent with Acceptance of Entry.