

ARTICLES GOVERNING THE 2019 Super Truck Championship



Preamble

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

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

- The National Sporting Code (NSC) and its appropriate Appendices and Schedules,
- The Technical Regulations – Schedule TR,
- The Event Supplementary Regulations.

A Sanctioning Permit No. 190235 has been issued in the name of MotorSport NZ.

1. INTERPRETATIONS:

In these Articles the following expressions shall have the meanings set out:

The “**Championship**” means the MotorSport NZ Super Truck Championship for trucks complying with Schedule TR; and

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

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

“**National Sporting Code**” or “**NSC**” means the National Sporting Code issued by MotorSport NZ from time to time; 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 Appendix 4, Schedule Z to the National Sporting Code together with the Supplementary Regulations issued by the inviting club.

2. ELIGIBILITY:

2.1 All drivers must hold a C1 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 the appropriate CAMS Truck Racing Licences and Tasman Visas may enter any of the NZ Race Championships and be eligible for awards.*

- 2.2** Eligibility shall be for trucks complying with the specifications set out in Schedule TR issued by MotorSport NZ, or for invited Trucks complying with the CAMS Truck Formula - Technical Regulations detailed within the current CAMS Technical Regulations.
- 2.2.1** Invited Trucks with a valid CAMS logbook contesting all Rounds of the Championship shall be exempt from the three(3) event provision of Appendix Two, Schedule A Article 1.2(3).
- 2.3** All entrants and drivers shall agree to submit their vehicle to eligibility scrutineering when required by the Series Scrutineers and/or Technical Officers for compliance to Appendix Two, Schedule A and Appendix Four of the National Sporting Code.
- 2.4** **Classes:** There are three classes as follows:
- (a) Class A:** being for trucks with no restriction on engine displacement and a minimum race weight of 5500kg.
 - (b) Class B:** being for trucks with an engine displacement up to 11,950cc and a minimum race weight of 5000kg.
 - (c) Class C:** being for trucks in compliance with Schedule TR Article 17 with an engine displacement up to 7,500cc and a minimum race weight relative to the declared engine displacement.

3. CONDITION OF ENTRY:

3.1 Vehicle Identification and required advertising:

- (1)** Entry into the Championship is conditional upon correct decal, overall patch and official competition number set placement according to the illustration shown on the inside front cover of these Articles.

Note: *Prior to completing your truck and fitting of sponsorship decals you are reminded of the necessity to keep the areas clear that have been reserved for Championship and Series sponsors. Please refer to the illustration on the inside cover of this booklet.*

Please take special note that there are specific spaces reserved on your truck for the door number set and Championship / Series sponsor decals that must be reserved without exception.

- (2)** All decals on the sides of trucks must be placed on vertical surfaces.
- (3)** The Championship Coordinator will advise the Clerk of the Course of Competitors who fail to comply with correct decal, overall patch and official competition number set placement. Such referrals will result in the loss of qualifying times or exclusion from race results whichever is appropriate.
- (4)** No protests will lie between drivers and/or entrants, on the irregularity of wearing, placement or positioning of sponsors decals on vehicles or elsewhere as contained in these articles.
- (5)** Under no circumstances can the driver and/or entrant, manager or any of their team communicate with any Championship Sponsor without gaining permission to do so from the Championship Coordinator or his designated representative.

4. CHAMPIONSHIP PERSONNEL:

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

4.1.1 **Super Truck Coordinator:** Karen Paddon
Phone No: 03 614 7514
Fax No: 03 614 7527
Mobile: 027 273 1671
E-mail: sccc.secretary@xtra.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Liaise with Inviting Clubs 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 MotorSport NZ 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

4.1.2 **Super Truck Scrutineer:** Daniel Cresswell
Phone No: 029 456 2102
E-mail: daniel@csystems.co.nz

Who is responsible for and authorised by MotorSport NZ to:

- (a) Undertake Safety Audits including management of vehicle logbooks; and
- (b) Undertake technical eligibility checking; and
- (c) Undertake the duties of a Technical Judge (NSC 86(d)) with respect to weights and measures; and
- (d) Liaise with event Officials and Championship Coordinator on any scrutineering or technical conformity issue for the category.

5. CHAMPIONSHIP STRUCTURE:

5.1 The Championship will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	26-27 January 2019	Levels	South Canterbury Car Club
2	23-24 March 2019	Teretonga	Southland Sports Car Club
3	30-31 March 2019	Ruapuna	Canterbury Car Club

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.

6. CHAMPIONSHIP ENTRY:

6.1 Championship entry: Entry into the Championship should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>). By entering the Championship all Competitors agree to comply with these Articles and those of the National Sporting Code.

Note: Contact the Championship Coordinator if entry will not be made via MotorSport Online system.

6.2 Entry to each Round of the Championship (which is separate to the Championship entry) should be made through the MotorSport Online system (<https://possum.motorsport.org.nz>). Any entry will not be deemed valid until payment is received.

Note: Contact the Championship Coordinator if entry will not be made via MotorSport Online system.

6.3 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.

6.4 The entry fees for each Round will be detailed on the entry form.

6.5 Ticket allocation for all Rounds will be eight(8).

6.6 The closing date for entry to each Round (date that the Supplementary Regulations Part One state must be received at the address on the Entry Form in accordance with the National Sporting Code) is shown on the entry forms / in the Supplementary Regulations.

6.7 The Round Secretary may consider the acceptance of late entries at his/her discretion provided that the entry is lodged in full conformity with entry requirements. The Round Secretary will advise if the entry is to be accompanied by an additional late entry fee of 50% of the entry fee (inclusive of GST).

7. POINTS:

7.1 Championship Points: Points will be allocated on each Championship Race at each Round to all eligible drivers based on overall finishing order:

Super Truck Championship Points Allocation					
1 st	16	5 th	9	9 th	5
2 nd	13	6 th	8	10 th	4
3 rd	11	7 th	7	11 th	3
4 th	10	8 th	6	12 th	2
				13 th and lower	1

7.1.1 Qualifying Points: Points shall be awarded for qualifying, as per the table detailed in Article 7.1.

7.2 Class Points: Separate points will be applied to each Class as per the table detailed in Article 7.1 and will be allocated to drivers based on their Class finishing positions in each Championship Race at each Round

7.2.1 Class Qualifying Points: Separate points shall be awarded to each Class for qualifying, as per the table detailed in Article 7.1. Points shall be awarded in each Class as per the requirements detailed in Article 7.1.1.

~~**7.3 Championship points eligibility:** To be eligible for Championship points, in accordance with Articles 7.1 and 7.2, a competitor must:~~

~~(a) have been awarded a minimum of one(1) point from either Round 4 or Round 5, and~~

~~(b) have been awarded a minimum of one(1) point from either Round 1, Round 2 or Round 3.~~

~~**Explanatory note:** A competitor must score at least one(1) point in each Island to be eligible for Championship points.~~

7.3 Attendance Points: For each Round, one(1) additional Championship point shall be awarded to a competitor who has entered and attended that Round of the Championship.

7.4 The winners of awards including the overall Champion, as detailed in Article 8 below, will be the competitor accumulating the highest overall points scored.

7.5 Those competitors awarded first, second and third overall in the Championship shall become ineligible for Class honours and not feature in Class results. All Class points accrued by those three(3) competitors shall be discounted for the purposes of calculating the Class result.

Note: for clarification; 1st, 2nd, and 3rd overall will only be awarded overall honours and not class honours. Any class points those competitors have been awarded will be ignored for the purposes of class winners and not redistributed to the competitors in that Class.

8. AWARDS:

8.1 At the Annual MotorSport NZ Awards Dinner the Overall Championship winner as determined by overall Championship points awarded from all Rounds of the Championship will be awarded the MotorSport NZ Super Truck Race Champion Cup.

8.2 At the conclusion of the last Round of the Championship the following awards will be presented:

- The Class A Trophy
- The Class B Trophy
- The Class C Trophy

9. TESTING, QUALIFYING and STARTING POSITIONS:

9.1 Testing: Testing sessions will be available to drivers on the Friday preceding each Round. The Inviting Club will set track hire charges.

9.1.1 Any truck exceeding 160kph or emitting excess smoke during this session will be notified.

9.1.2 Warm UP: A warm up session will be held on Saturday and Sunday morning prior to qualifying or race commencement.

9.2 Qualifying: At all Rounds there will be one(1) Qualifying session of 20minutes duration.

9.3 Race starting positions:

- (1) Starting Positions for **Race One** will be determined by the fastest lap time achieved, from Qualifying, fastest driver to the front. Refer Article 9.2 above.
- (2) Starting positions for **Race Two** will be determined by the finishing positions from Race One before any penalties are applied, with the fastest driver to the rear (reverse grid format). There shall be no split in the grid.
- (3) Starting positions for **Race Three** will be determined by the finishing positions from Race Two before any penalties are applied, with the fastest driver to the rear (reverse grid format). The reverse grid format may have up to two(2) splits placed in the field at the appropriate points to provide the slower trucks with an opportunity to contest outright race honours. The appropriate length of time of these splits at each Round will be determined by the Clerk of the Course in conjunction with the Championship Coordinator. This will promote safe and fair competition for the reverse grid format.

9.3.1 Reverse grids: ~~If a competitor receives any penalty during a meeting that will give a positive effect for a reverse grid start then they will be placed at the rear of the reversed section of the grid. Additionally:~~

- (1) Any competitor who fails to finish the preceding race shall start from the back of the grid. In the case of more than one(1) non-finisher, the non-finishing competitor achieving the furthest distance in the preceding race shall be to the front of this group and so on.
- (2) Any competitor who fails to start the preceding race shall start from the back of the grid **behind** any competitors who are gridded in accordance with (1) above. In the case of more than one(1) non-starter, the non-starting competitor with the fastest qualifying time shall be to the front of this group and so on.
- (3) Any competitor who incurs a penalty of exclusion in the preceding race shall start from the rear of the grid **behind** any competitors who are gridded in accordance with (1) and/or (2) above. In the case of more than one(1) exclusion, the competitor excluded first shall be to the front of this group and so on.

10. RACE DISTANCES:

10.1

Round	Race 1	Race 2	Race 3	Venue
1	6 Laps	8 Laps	8 Laps	Timaru
2	6 Laps	8 Laps	8 Laps	Teretonga
3	11 Laps	15 Laps	15 Laps	Ruapuna

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

10.2 If there are six(6) or fewer trucks on the starting grid at the commencement of Race 2 and/or Race 3, then the Organiser has the right to reduce the race distance of those races to that of Race 1 as described in Article 10.1

11. GRIDS and STARTS:

11.1 All races will be 2 x 2 rolling starts.

11.2 Race One and Two will be controlled by the Official Safety Truck (or Car) with Race Three having an additional Safety Truck (or Car) to control the split reverse grid format.

11.3 **Start Procedure:** Trucks will be released onto the circuit for the positioning lap. At the completion of the positioning lap trucks may be required to stop at the grid but proceed directly on to the formation lap, forming up behind the Official Safety Truck (or car). Trucks are to maintain a 'grid position' of being alongside the truck on the same row. At the appropriate time the Official Safety Truck will exit the circuit, and the pole position truck shall maintain a constant speed. Once the Clerk of the Course is satisfied, the red lights will extinguish and race starts.

12. TELEVISION:

12.1 No entrant, driver or team member is be permitted to gain access to qualifying or race footage directly from the broadcaster during an event, without obtaining the expressed permission of the Clerk of the Course and the broadcaster's Executive Producer.

12.2 **Television In-Truck Camera:** In-truck camera(s) for other than private use are permitted only:

- (a) With the written permission of the Championship Coordinator; and
- (b) Where all such installations are approved by the appointed Series Scrutineers / Technical Officers; and
- (c) Only sponsor logos discussed and cleared by the Championship Coordinator will be permitted within the cameras field of vision.

Notes:

1. *Private use is defined as only for use by the Entrant, Driver(s) or Crew and not available for commercial broadcast.*
2. *Written permission for in-truck camera(s) that are outside the scope of private use will detail those logos approved within the camera(s) field of vision.*

13. PARC FERME:

13.1 At the conclusion of the qualifying session or races drivers, upon directive from either the Series Scrutineers or Technical Officers, may be required to drive their competing vehicles directly (without any pit crew intervention) from the track to the Parc Fermé, the location of which will be notified directly to the driver.

Note: Competitors should ensure that all team personnel are familiar with the Parc Fermé regulations and limitations as detailed in the National Sporting Code Article 60.

13.2 No intervention of any kind is permitted whilst in Parc Fermé unless authorised by the Series Scrutineer and/or Technical Officers.

14 MAXIMUM SPEED and SMOKE:

14.1 Maximum Road Speed: The maximum permitted road speed is limited to **160 kph**.

14.1.1 Official measurement of road speed: The maximum achieved road speeds of all trucks will be monitored / recorded during all Test, Qualifying Sessions and Races by the Series Officials and/or Event Officials utilising the following type of measuring equipment:

- GPS based speed sensing equipment will be the primary system used, and
- Speed measuring laser equipment may additionally be used.

14.1.2 In accordance with Schedule TR Article 4.1, where a GPS unit has been found to be non-operational or has been found to have been interfered with, that the Championship Scrutineer deems to be the responsibility of the competitor, it shall be considered a technical infringement and be reported to the Clerk of the Course who may impose a penalty of the loss of Championship points to a maximum of 16 points.

14.1.3 A technical judge shall be appointed as per NSC Article 86 being the delegated Technical Official to determine facts relative to the road speeds attained by competing race trucks.

14.2 Smoke: It is forbidden to produce excessive smoke from the engine. Smoke levels shall be measured to E.E.C. standards or equivalent.

14.2.1 A technical judge shall be appointed as per NSC Article 86 being the delegated Technical Official to determine facts relative to unacceptable levels of smoke emissions from competing race trucks.

15 Race Radio:

15.1 It is mandatory for all Teams to have a radio receiver capable of receiving RACE RADIO. Race Radio will be used for all major announcements, including race penalties and to communicate with Team Managers concerning incidents and racetrack penalties.

15.2 The frequency is 455.168750MHz.

15.3 Any announcement over Race Radio will be considered as having been heard and understood by teams. These announcements are decisions and are binding and will be additional to flag signals to drivers.

15.4 Receivers may be hired from: Rex Harris,
Address: PO Box 179
Paraparaumu
Phone No: +64 4 902 3553
Mobile Phone No: +64 21 682 912
E-mail: aj.harris@xtra.co.nz

16. IN-TRUCK CAMERA (Judicial Camera):

- 16.1** It is recommended that all trucks be fitted with a forward and rear facing camera for the 2019 season.
- 16.2** If fitted, the forward-facing camera must show both the driver and a forward view of the track. The rear must show the view of the track behind.
- 16.3** The cameras must use SD cards and the files must be compatible with windows media player ie: .avi/.mpeg.
- 16.4** The Championship Scrutineer or another NZ Truck Racing Association Official nominated by him will be the only person able to collect the camera cards and logging data after each session in Parc Fermé. Teams may not view the cards or data downloaded until the Clerk of the Course has completed his investigations and the protest / appeal time has expired.
- 16.5 Camera Installation:** Fitment of cameras must be approved by the Championship Scrutineer.
- 16.6** The camera(s) must be hard wired direct to an engine running power-only source, i.e. engine fuel pump, **not** the ignition key on accessory position or direct battery source or any accessory power nor any manual on / off switching mechanism.
- 16.7** All competitors must ensure that all cameras are fully functional and switched on at all times while the truck is on track, e.g. from leaving the assembly area to entering Parc Fermé. Any problems with the operation of the cameras must be reported to the Clerk of the Course and/or the Championship Scrutineer immediately.
- 16.8 Footage Use:** The Clerk of the Course and the Stewards may make use of any such footage provided by the judicial cameras in reaching their decisions on any judicial matters.
- 16.9** In addition to category judicial cameras, where a competitor has fitted their own in-truck cameras, its location and fitment must be approved by the Championship Scrutineer. All video footage must be made freely available to the category officials if and when requested.
- 16.10** Once the judicial process is concluded, footage from on-board cameras must be made available to the Championship TV company for their use.