

Manual Amendment

These amendments have been authorised to the text of MotorSport Manual. It is recommended that in addition to retaining a copy of this amendment that all parties modify the actual text in their Manual according to the following:

Amendments to Schedule Z in the MotorSport Manual:

1. Amend Schedule Z Article 8.5 (1) as stated in the schedule below.
2. Amend Schedule Z Article 13.2 as stated in the schedule below.
3. Amend Schedule Z Article 2.1(3) as stated in the schedule below.
4. Amend Schedule Z Article 1 as stated in the schedule below.
5. Add into Schedule Z Article 1 as stated in the schedule below.
6. Amend Schedule Z Article 10.6 as stated in the schedule below.
7. Amend Schedule Z Article 14.3 as stated in the schedule below.

1. **Item One:**

8.5 (1) 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 recommenced **by the display of the thirty (30) second board followed by** at the start of the countdown as per Article 8.1(1) or 8.3(1) of this Schedule.

Reason:

To provide competitors with sufficient warning timing to restart vehicles after a delayed start.

2. **Item Two:**

13.2 Restarting the Practice Qualifying or the Race:

(1) When the Clerk of the Course determines that the track is suitable to recommence, then;

(a) During Practice 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 practice qualifying session.

(ii) vehicles will be released onto the track from the Pit Exit.

(iii) if any driver causes any practice 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.

(...)

(v) If it is impossible, in the opinion of the ~~Stewards of the Meeting~~ Clerk of the Course, to restart the event, then the ~~Stewards~~ 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.

Reason:

To clarify the course of action when a driver causes a Red flag during Untimed Practice and Qualifying sessions or a race.

3. Item Three:

2.1(3)(g) Clubmans Race: A race (~~single Meeting or Event~~) primarily aimed at providing a low budget competition with no requirement to participate in further events ~~for titles or awards~~. 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 MSNZ as a Clubman's Race class/es by submitting the application documents to MSNZ. Details can be found on the MSNZ website.
- The Meeting or Event is restricted to a single day.
- ~~The maximum grid for each race is restricted to half of the maximum grid allowance as detailed on the circuit licence.~~
- The event may **not** be a round of any series (~~sanctioned or otherwise~~).
- ~~The maximum race distance may not exceed sixteen(16) kilometres.~~
- The event schedule including the classes competing must be submitted with the Stewards report.

Reason:

To provide a more practicable and usable definition for Clubman's Race.

4. Item Four:

1. Definitions:

(2) "Non-Qualifying Practice," or "Untimed Practice" or "~~Testing~~" meaning that part of practice provided for competitors to familiarise themselves with the circuit and to check vehicle set up, and

Reason:

To remove private testing from the definitions.

5. Item Five:

1. Definitions:

Parc Ferme meaning 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

Reason:

To add a definition of Parc Ferme.

6. **Item Six:**

10.6. Circuit Regulations:

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 immediate exclusion of the vehicle or vehicles concerned save as provided for above.

Reason:

To remove ability to exclude a competitor immediately from an event.

7. **Item Seven:**

14.3. End of Safety Car Deployment:

(1) ... and return to the pit lane. All weaving must stop, and Drivers must form a single file line behind the safety car.

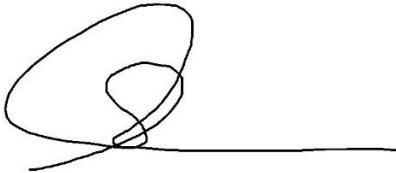
(2) The pole vehicle may shall fall more than three (3) car lengths...

(3) The vehicle on pole position will control maintain the speed until the signal to start is given.

Reason:

To clarify the actions for driver following the end of a Safety Car deployment period.

This amendment is issued for MotorSport New Zealand Inc by the Administration.



E. Goonan
Competitions Manager