



**AUCKLAND CAR CLUB  
MOTOR RACE MEETING  
SUNDAY 4 MARCH 2018  
PUKEKOHE PARK CIRCUIT TWO**



**STANDARD SUPPLEMENTARY REGULATIONS – PART TWO  
(Incorporating Clerk of the Course written briefing)**

**Race Enquiries To:** Craig Holmes  
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**On-line Entry Website:** [www.aucklandcarclub.co.nz/entry/login.php](http://www.aucklandcarclub.co.nz/entry/login.php)

Motorsport New Zealand national race organising permit number 180170.  
Motorsport New Zealand clubsport advanced organising permit number 180169.

**1. ACCEPTANCE CONFIRMATION**

The Organisers confirm that your entry has been accepted for the meeting named above subject to any fees outstanding being paid and final clearance at Documentation.

You are reminded that this Acceptance of Entry forms part of the Supplementary Regulations applicable to the meeting.

**2. OFFICIALS OF THE MEETING**

MotorSport New Zealand Steward	David Glenn
Secretary of the Meeting	Craig Holmes
Clerk of the Course	Brett Davy
Competitor Relations Officer	Steve Melhuish, Paul Beautyman
Chief Scrutineer	Mark Sheehan
Accident Investigator	Kim Fisher
Chief Timekeeper	Adam Simmons
Judge of Fact (Start/Finish)	Adam Simmons
Race Control	Glenda O'Connell

**3. VEHICLE REQUIREMENTS**

The meeting organisers have scheduled races for the following vehicle series/classes or types:

- Northern Muscle Cars.
- All Classic Japanese Series.
- Production Muscle Cars.
- Production Race Series:
  - 0-2000cc.
  - 2001-3500cc.
  - 3500cc and over.
- Racing Saloons:
  - 0-2000cc.
  - 2001-3000cc.
  - 3001cc and over.
  - Open class.
- Rotary Racing Enthusiasts.
- North Island Formula Ford and Formula Juniors.
- Invitation Muscle and Saloon Cars.
- Dual and Multi Car Sprints.

**4. DOCUMENTATION, SCRUTINEERING AUDIT AND BRIEFINGS**

**4.1. Documentation**

Reporting time – 7:30am.  
Location – Administration building near the pit crossing.

Competitors are reminded that they need to bring their current competition licence, MotorSport New Zealand Member Club membership card and Vehicle Log Book to documentation.

#### **4.2. Scrutineering Audit**

During the documentation process you will be advised whether your vehicle is to be subjected to audit. You should assume that your vehicle is going to be subjected to audit and as a consequence is in readiness to be taken to the audit venue immediately after you have concluded documentation.

#### **4.3. Competitors Briefing**

These Supplementary Regulations Part Two incorporate the Clerk of the Course written briefing and will be emailed to all competitors prior to the event and will be available to all competitors at Documentation.

A separate briefing session will be held for new competitors. In this instance a new competitor is deemed to be a driver competing in a race meeting for the first time and a competitor who is competing at this circuit for the first time.

### **5. WITHDRAWAL FROM THE MEETING**

It is essential that any withdrawal from the event is advised to the Secretariat.

### **6. SECRETARIAT**

The Secretariat is located in the Administration Building near the pit crossing.

### **7. PRACTICE/QUALIFYING**

Assemble in the pit lane at the pit crossing. When the signal is given, move up the pit lane to the pit exit. The qualifying session will commence when the green light and/or flag signal is given. Drivers should familiarise themselves with the appropriate markings on the circuit noting entry to pits (deceleration zone) and exit from pits (acceleration zone). **DO NOT CROSS THE YELLOW LINE AT PIT LANE EXIT.** When the chequered flag is displayed – reduce speed and return to your pit. The pit entry is after the hairpin.

### **8. RACES**

The dummy grid assembles on the tar-seal behind the race control building. It is the driver's responsibility to know what grid position they are in before coming to assemble on the dummy grid. If you are unsure, please speak with your series coordinators. The grid marshals will assist you into your grid position (or row placing if a handicap). The run order and start type for the races is as per the published race program. Competitors need to be in the assembly grid area no later than the previous race field performing their warm-up lap – public address system calls may not be made.

### **9. START: GRID RACES**

Will be by lights. Should it not be possible to have the start lights operating, grid starts will be by flag. Should this be required an announcement will be made via a bulletin and when available the Pit PA.

### **10. START: HANDICAP RACES**

Will be by flag from the grid position row you have been allocated. As each group or car is flagged away roll-up to the start line (with exception of Northern Muscle Cars who remain in their grid positions). The starter will be positioned at ground level on the pit side of the start area.

### **11. MECHANICAL FAILURE**

Should this occur, move off the racing line and park as far off the track as possible. Vacate the car and go to a place of safety, behind the first line of defence. If you are dropping oil, it is essential that you do not continue around the track. The gate to the back of the pit paddock will be open beside flag point 3 should you need to use it. Please indicate to the nearest marshal what assistance is required.

### **12. OFF TRACK EXCURSIONS**

Re-join the circuit as near as possible to where you left it. Should you gain advantage over other competitors, drop back into the running order where you were before the incident. Failure to do this may result in a penalty.

### 13. **RED FLAG**

Red flag during race on the first lap will be a full race restart. Red flag on all subsequent laps will be a Safety Car restart and all vehicles will proceed to the red flag control line (located just before the GT Radial bridge) in single file and stop at that line.

It is imperative that the lead car be on the pole position so all cars that are in front of the lead car should proceed (when directed by a grid marshal or signalled by the safety car observer) around the track and re-join at the rear of the grid. Do not reverse back to the rear of the grid as you will put yourself a lap down as you won't have crossed the timing beam.

### 14. **YELLOW FLAG**

No passing under yellow flags is permitted at any time. Please do not attempt to redress if you do pass under yellow as it puts the other competitor in breach of also passing under yellow. A drive through penalty may be implemented for an infringement of this rule.

### 15. **WHITE FLAG**

A white flag will be displayed at flag point 1 to indicate to drivers on the track that cars are joining the circuit at less than racing speed at pit exit. A white flag will also be displayed at any flag point to warn of a slower moving vehicle ahead.

### 16. **BLUE FLAG**

A blue flag will be displayed at pit exit to indicate to drivers who are joining the circuit at less than racing speed at pit exit (keep right). During practise a blue flag displayed at any flag point indicates that a faster car is about to overtake you and during race that you are about to be lapped.

### 17. **SAFETY CAR PROCEDURE**

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.

When the Clerk of the Course calls in the Safety Car, it will turn off its flashing lights and return to pit lane. **Do not inhibit the safety car from entering pit lane!**

The pole vehicle may 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.

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

No erratic acceleration or braking, nor any other manoeuvre likely to impede other competitors is permitted.

Drivers may break the single file requirement but maintain the three (3) car lengths once the Safety Car Control Line has been passed. This is the white line just past pit entry. No passing is permitted until the green light and or flags have been shown.

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.

If the race ends while the Safety Car is deployed **ALL** vehicles will take the chequered flag without overtaking.

### 18. **SAFETY CAR DEPLOYMENT**

Should a safety car be deployed, the flag points will display a waved yellow flag and a safety car board. Light signals around the track will flash yellow lights with an SC in the diagonally opposite corner. Drivers should line up in single file behind the safety car with no overtaking allowed. Drivers are to leave no less than three car lengths between themselves and the car in front. The point with the incident or recovery taking place will also show waved flags to indicate extra care required in their area.

When it is safe to resume racing, the safety car will turn its lights off at the entry to turn 9. The safety car will maintain speed before exiting into the pit entry. The car immediately behind the safety car should

hold their speed to allow the safety car to enter the pits. Once the safety car exits the circuit, the start/finish lights and marshals will display a green flag/light and you can resume racing.

Should the safety car lights remain on after turn 9 and the safety car pulls into pit lane there is most likely a serious incident on the front straight and competitors must follow the safety car into and through pit lane to bypass the incident.

#### **19. REFUELLING**

All competitors should be familiar with the Motorsport New Zealand Code of Practice for Motorsport Fuel – Storage and Handling, version 02-09. This can be found on the MotorSport NZ website – [www.motorsport.org.nz](http://www.motorsport.org.nz)

However, in brief:

- You should store no more than 40 litres per car in the pit garage. We recommend it be kept in a separate location if you are sharing a garage.
- You should have a 4.5kg dry powder extinguisher for each car in the pit garage and a pit crew member familiar with how to use the extinguisher ready to use it.
- Fire resistant protective overalls, balaclava, gloves, etc. are recommended for crew refuelling the car and performing the role of Fire Marshal with the fire extinguisher at the ready.

#### **20. CLOTHING**

Competitors are reminded clothing will be scrutineered in accordance with MotorSport New Zealand Schedule A, Appendix Two, Driver and Vehicle Safety, clause 4.3 Protective Clothing. Race competitors are required to wear approved overalls, underwear (if wearing single layer overalls), socks, closed shoes and gloves (single seater and open sports racing cars). Sprint competitors and passengers (dual sprints only) are required to wear overalls, socks and closed shoes.

#### **21. PIT PADDOCK ETIQUETTE**

- Dogs – not allowed in the internal pit paddock area.
- Alcohol – there is to be no alcohol consumed in the pits until after the last event of the day.
- Cigarettes – there is no smoking in pit lane, pit garages or marquees.
- Footwear in pit lane – covered footwear must be worn in the pitlane.

Please note that children need to be supervised in the pit paddock at all times and any motorised vehicles are to be ridden and driven by license holders only. Please remember that scooters, pushbikes and skateboards are to be kept under strict control.

#### **22. GARAGES AND PIT AREA**

When jacking on any asphalt area competitors are required to use jacking boards for the jack and base board for sitting any axle stands on. Anyone using the garages must unload and then move the trailers and support vehicle leaving the rear of the garages free.

#### **23. SAFETY**

The Clerk of the Course reserves the right to exclude, either before or during the race, any vehicle or driver which is considered to be unsuitable or unsafe.

#### **24. FINAL POSITIONS**

The first, second and third place positions and all subsequent positions will be the cars that finish in that order upon crossing the chequered flag. These will be the cars that have completed the most race distance/laps upon the flag fall.

#### **25. RETURN OF HIRED TRANSPONDERS**

It is important that these transponders are returned to the documentation room by pit crossing after your final race.

#### **26. NEXT AUCKLAND CAR CLUB RACE MEETING**

The next race meeting will be held on Saturday 7 April 2018 at Hampton Downs.

## 27. PROGRAMME OF EVENTS

The following is the intended programme of events. In accordance with Appendix Four Schedule Z, the organisers reserve the right to amalgamate or delete any event or cancel any race should less than ten entries be received by the closing date.

<b>Venue:</b>	<b>Pukekohe Park Raceway</b>	<b>Circuit: 2</b>	<b>Race Date: 4 March 2018</b>
7:30am	Documentation		
8:00am	New drivers' briefing – held in the CotC office upstairs		
8:15am	Marshalls' briefing		
8:30am	Marshalls on point		
8:45am	Track Clearance		
8:50am	Orientation	Dual Car Sprints	3 Laps behind Safety Car
9:05am	Qualifying	All Classic Japanese Series	10 Minutes
9:20am	Qualifying	Racing Saloons	10 Minutes
9:35am	Qualifying	North Island Formula Ford & Formula Juniors	10 Minutes
9:50am	Qualifying	Production Race Series & Rotary Enthusiasts	10 Minutes
10:05am	Qualifying	Northern Muscle Cars	10 Minutes
10:20am	Qualifying	Invitation Muscle Cars & Saloon Cars	10 Minutes
10:35am	Sprints 1	Dual Car Sprints	3 Laps Paired starts, 5 second gap.
10:50am	Race 1	All Classic Japanese Series	8 Laps Qualifying order, lights start.
11:05am	Race 2	Racing Saloons	8 Laps Qualifying order, lights start.
11:20pm	Race 3	North Island Formula Ford & Formula Juniors	8 Laps Qualifying order, lights start, no roll up, split grid.
11:35am	Race 4	Production Race Series & Rotary Enthusiasts	8 Laps Qualifying order, lights start.
11:50pm	Race 5	Northern Muscle Cars	8 Laps Qualifying order, lights start. <sup>1</sup>
12:05pm	Race 6	Invitation Muscle Cars & Saloon Cars	8 Laps Rolling grid start.
12:05pm	Lunch		
12:05pm	Hot Laps	Meeting Rides	
1:00pm		Marshalls back on point	
1:00pm	Sprints 2	Dual Car Sprints	3 Laps Paired starts, 5 second gap.
1:15pm	Race 7	All Classic Japanese Series	8 Laps Full handicap, roll up.
1:30pm	Race 8	Racing Saloons	8 Laps Full handicap, roll up.
1:45pm	Race 9	North Island Formula Ford & Formula Juniors	8 Laps Fastest time, lights start, no roll up, split grid.
2:00pm	Race 10	Production Race Series & Rotary Enthusiasts	6 Laps Full handicap, roll up.
2:15pm	Race 11	Northern Muscle Cars	8 Laps Full handicap, no roll up. <sup>1</sup>
2:30pm	Race 12	Invitation Muscle Cars & Saloon Cars	8 Laps Rolling start, split reverse grid.
2:45pm	Sprints 3	Dual Car Sprints	3 Laps Split grid, six cars start at the same time.
3:00pm	Race 13	All Classic Japanese Series	8 Laps Full handicap, roll up.
3:15pm	Race 14	Racing Saloons	8 Laps Full handicap, roll up.
3:30pm	Race 15	North Island Formula Ford & Formula Juniors	8 Laps Fastest time, lights start, no roll up, split grid.
3:45pm	Race 16	Production Race Series & Rotary Enthusiasts	10 Laps Full handicap, roll up.
4:00pm	Race 17	Northern Muscle Cars	8 Laps Full handicap, no roll up. <sup>1</sup>
4:15pm	Race 18	Invitation Muscle Cars & Saloon Cars	8 Laps Full handicap, standing start, roll up.
4:30pm	Race 19	Production Race Series & Rotary Enthusiasts	8 Laps Full handicap, roll up.
4:45pm	Event conclusion	Circuit handed back to Pukekohe.	

<sup>1</sup> Northern Muscle Cars are to be assembled on the starting grid in grid position as advised by the grid marshals. The starter will flag each row away from that grid – don't roll up.