

ACCREDITED ARTICLES GOVERNING the 2024 TA2 TRANS TASMAN CHALLENGE SERIES

The Series is held under a MotorSport New Zealand Sanctioning Permit No: 239023

The Series is organised and held in accordance with the current MotorSport NZ National Sporting Code, the Standing Regulations applicable to all Races (Schedule Z), these Accredited Series Articles, and any Supplementary Regulations applicable to and issued by the Organising / Inviting Club of each Round of the Series.

The TA2 Trans-Tasman Challenge has been categorised as **Level 1** Accredited Series.

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 TA2,
- The Event Supplementary Regulations issued by the Inviting Clubs.

OFFICIAL RECORD OF AMENDMENTS ISSUED TO THESE ARTICLES

MotorSport NZ may issue amendments to these Series Articles or Technical Schedule where it is deemed necessary to amend or clarify any article. These amendments will be issued by the Chief Executive Officer or their representative in the form of Series Amendments.

This table records all official Amendments issued during the season relative to these Articles;

Amendment Number	Issue/Effective date	Article reference	Subject / Notes

1. ELIGIBILITY:

1.1 DRIVER ELIGIBILITY

- 1.1.1** All competitors shall hold a C1 Grade Competition Licence or higher or hold a Motorsport Australia National Circuit (NC) Competition licence and valid Trans-Tasman Visa for the Meeting. If the entrant is other than the competitor, an Entrant's Licence is required in the name of the entrant.
- 1.1.2** All drivers and entrants must be financial members of an affiliated MotorSport NZ Club, with the exception of those competing on a Trans-Tasman Visa.
- 1.1.3** Each entry may consist of up to two(2) drivers.

For entries with two(2) drivers:

- (a) Each driver must participate in one of the Practice sessions, or Qualifying session.
- (b) Each Driver must compete in either Race One or Race Two.
- (c) Both Drivers must compete in Race Three.

1.2 VEHICLE ELIGIBILITY

- 1.2.1** Eligibility shall be for vehicles complying with the specifications set out in Schedule TA2 to these articles.
- 1.2.2** All Competitors/Entrants shall agree to submit their vehicle to eligibility/and or scrutineering when required by the appointed Series Scrutineer, and/or a MotorSport New Zealand Licenced Technical Officers for compliance to Schedule TA2, and/or Schedule A of the NSC.

2. SERIES PERSONNEL:

- 2.1** At each Round the following personnel, shall have responsibilities and authorities set out as below.
- 2.1.1** The appointed series personnel may have deputies and assistants to whom they may delegate any of their responsibilities and authorities by way of bulletin posted on the Official Notice Board at each Round.
- 2.1.2** **Series Co-ordinator:** Rachael Murray
Phone Number: 021 999 664
Email: rachael@gr8events.co.nz

Who shall have the duties and authority of a Series Coordinator as set out in the National Sporting Code and who is responsible for and authorised on the Series behalf to:

- (a) Deal with all administrative matters pertaining to the Series, and
- (b) Record and publish all Class points schedules, and
- (c) Liaise with the Inviting Club/s on all matters pertaining to these Articles, and

2.1.3 Series Scrutineer:

Scrutineer	Round	Contact Phone
Nathan Head	Round 1	04 297 0821
Devan Gregory	Round 2	021 745 056

Who shall have the authority of a Series Scrutineer set out in the National Sporting Code and who are responsible for and authorised on the Series' behalf to:

- (a) Deal with all technical matters pertaining to the Series; and
- (b) Inspect any competing vehicle within the Series in order to ascertain compliance with Schedule TA2; and
- (c) Assist competitors with technical enquiries relative to the technical regulations applicable to their vehicle; and
- (d) Undertake the duties of a Technical Judge (NSC 86(1)(d)) with respect to weights and measures; and
- (e) Undertake the duties of a Tyre Judge (NSC 86(1)(f)); and
- (f) Liaise with the Clerk of the Course on any scrutineering or technical conformity issue for the category; and
- (g) To report to the Clerk of the Course, any instances where a breach of the technical regulations has been identified.

2.1.4 Driving Standards Observer: Owen Evans

Who is authorised by MotorSport NZ to undertake the duties outlined in Appendix Four, Schedule Z, Article 22.

3. SERIES STRUCTURE:

3.1 The Series will comprise the following Rounds:

Round	Date	Venue	Inviting Club
1	9-11 February 2024	Ruapuna	MotorSport NZ Inc
2	16-18 February 2024	Highlands Motorsport Park	MotorSport NZ Inc

3.2 The Club reserves the right to either cancel or amend any Rounds of the Series due to force majeure without affecting in any way its powers to award any title.

4. ROUND FORMAT:

4.1 **Practice:** At all Rounds there shall be four(4) Practice sessions, each of 15 minutes duration.

4.2 **Qualifying:** At all rounds there will be one (1) Qualifying session 20 minutes duration.

4.3 Race distance: Races are scheduled to run as follows:

Round	Race 1	Race 2	Race 3	Venue
1	10 Laps	10 Laps	20 Laps	Ruapuna
2	10 Laps	10 Laps	20 Laps	Highlands Motorsport Park

4.3.1 At all Rounds, the Clerk of the Course and/or the Stewards of the Meeting reserves the right to shorten and / or cancel any practice / qualifying sessions and / or Races in the case of Force Majeure.

4.4 Race start procedures: At all rounds, the starting procedure will be a Rolling Start in accordance with the provisions of Appendix Four, Schedule Z Article 8.3, however there will be two(2) formation laps, with the Rolling Start commencing at the end of the second formation lap.

4.5 Race starting positions:

- (a) **Race One:** Starting positions will be determined by the fastest lap times achieved in Qualifying, fastest to the front.
- (b) **Race Two:** Starting positions shall be based off finishing order of Race One. Any non-finishers of Race One will be positioned at the rear of the Grid in Qualifying order. Any Competitors who did not start Race One will then be placed at the rear of the Grid in Qualifying order.
- (c) **Race Three:** Grid positions will be determined by the points achieved in Races One and Two with the highest points scorer to the front. Should more than one(1) driver be on the same number of points, such drivers will be placed in order of Qualifying times (fastest to slowest).

5. COMPULSORY TIMED PIT STOP

5.1 For **Race Three only**, there will be a compulsory timed pit stop (CTPS) for all Vehicles. The window for this pit stop will commence five(5) minutes after the start of the Race and will close fifteen(15) minutes after the start of the Race.

5.2 Each Vehicle must complete a CTPS in their allocated position in the working lane of the pit lane for a minimum of forty five(45) seconds, the time is to commence only when the Vehicle has come to a complete stop, it is the Teams responsibility to ensure the correct CTPS time is achieved during the Pit Stop.

5.3 The CTPS cannot be performed during a Safety Car period, however this is not applicable to any Vehicle that is already in the Pit Lane when the Safety Car is deployed.

5.4 A Driver change is permitted during the CTPS.

5.5 Work can be carried out on the Vehicle during the CTPS, however refuelling is not permitted. A 4.5Kg fire extinguisher must be located in the Vehicles CTPS area in the Pit Lane.

5.6 The Drivers belts must be fully attached and window net up before the car is released from the CTPS.

- 5.7 A maximum of four(4) team personnel (with apparel as per Schedule Z Article 12.1(2)) per vehicle are permitted to participate in the CTPS. No personnel or equipment are permitted to cross the line of the working lane prior to the car coming to a halt for the Pit Stop.
- 5.8 A car being released from its Pit Bay must give way to a Car already wholly in the fast lane.
- 5.9 A Car must leave or enter the fast lane not more than the length of two (2) Pit Bays from its own Pit Bay when entering or exiting their bay. A cone will be placed at the beginning and end of the Pit Lane to establish this zone for the first and last bays.
- 5.10 Failure to undertake the Compulsory Timed Pit Stop will result in exclusion from the Race.

6. TYRE TYPE, ALLOCATION AND MARKING PROCEDURES:

6.1 Only the control tyre (dry and wet specification) as per Schedule TA2 are permitted for use at any Round of the Series.

- (1) **New & Used “dry” tyre allocation for the Series:** the maximum number of new “dry” tyres that may be presented for marking for each Round of the Series are as follows:
- (i) First Round for the vehicle: six(6).
 - (ii) Second Round for the vehicle, maximum of: four(4) new tyres and two(2) used marked tyres from the first Round, all tyres carried forward to the next Round must be scrubbed or used.
- (2) **Practice sessions:** any marked or unmarked tyre may be used.
- (3) **Qualifying sessions:** Any previously marked tyres from the Vehicles first Round of Series. Only marked new and used tyres are permitted.

6.5 **“Wet” Tyre allocation per Round for all Classes:** there is no controlled allocation of wet tyres per Round. If the meeting is declared “wet” by the Clerk of the Course, “wet” specification tyres must be used.

6.7 **Tyre marking:** Tyre marking will take place no later than one(1) hour prior to Qualifying.

6.8 It is the Competitor’s responsibility to ensure that tyre markings remain clearly visible. Whenever tyre markings start to become illegible, the Competitor must contact the respective Series Scrutineer.

7. IN-CAR CAMERA TO MONITOR COMPETITOR BEHAVIOUR (Judicial Camera):

7.1 All vehicles will be required to carry an approved Series in-car camera. The position of fitting this camera takes precedence over any other camera fitted in the vehicle.

7.2 This camera must be mounted in accordance with Schedule A and any further instructions issued. The mounting of the camera will be supervised, where required, by the Chief Scrutineer, Series Scrutineer or their appointed official.

- 7.3** It is the Competitors responsibility to ensure the camera is switched on and recording during all Practice, Qualifying sessions and Races.
- 7.4** At any time during an Event, the Clerk of the Course, the Stewards, the Series Coordinator(s), or their appointee can access footage from the Judicial Camera or any other camera that may be fitted to the Vehicle. The provided footage must be in a format that is compatible with standard devices and must be viewable on a working device

8. PARC FERME:

- 8.1** Upon directive from the Series Scrutineer or their appointed assistant, all competing vehicles must be driven directly (and without any team personnel/crew intervention) from the track to the designated Parc Fermé, the location of which will be notified via Official Bulletin on the Official Notice Board of the meeting.

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

- 8.2** Only the competitor and one representative per vehicle are permitted to be present at any technical inspection, unless the Series Scrutineer(s) have given specific permission for any additional representatives to be present.

9. POINTS

- 9.1** Points will be recorded as follows:

9.1.1 Qualifying:

Placing	Points	Placing	Points	Placing	Points
1st	20	7th	12	13th	6
2nd	18	8th	11	14th	5
3rd	16	9th	10	15th	4
4th	15	10th	9	16th	3
5th	14	11th	8		
6th	13	12th	7		

9.1.2 For each Race:

Placing	Points	Placing	Points	Placing	Points
1st	100	7th	45	13th	28
2nd	90	8th	42	14th	26
3rd	80	9th	39	15th	24
4th	70	10th	36	16th	22
5th	60	11th	33		
6th	49	12th	30		

10. AWARDS

- 10.1** The overall winner will be determined by the most points scored in both Rounds. In the event of a tie in points, the overall series winner will be awarded to the competitor who achieves the highest position in the final race at Round 2.

SERIES ARTICLE AMENDMENT

TTC-24-A001

Issue Date: 10 February 2024 | Implementation Date: Immediate

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2024 TA2 Trans-Tasman Challenge Series Article Amendment

This amendment is issued under the provisions of the MotorSport NZ National Sporting Code Article 18(2) in confirmation that the following amendments, notices or points of clarification have been authorised to the text of the Series Articles of the above-named Series. It is recommended that in addition to retaining a copy of this bulletin, all parties modify the text of the regulations according to the following:

Accredited Series Article Amendment:

1. Removal of Article 5 in its entirety as stated in the schedule below.

1. **Item One:**

- ~~5. **COMPULSORY TIMED PIT STOP**~~

- ~~5.1 (...)~~

- ~~5.2 (...)~~

- ~~5.3 (...)~~

- ~~5.4 (...)~~

- ~~5.5 (...)~~

- ~~5.6 (...)~~

- ~~5.7 (...)~~

- ~~5.8 (...)~~

- ~~5.9 (...)~~

- ~~5.10 (...)~~

Reason: *Removed due to no teams entering a second driver therefore negating the need to enforce a CPS to allow a safe and controlled driver change.*

This amendment is issued by MotorSport New Zealand Inc.



Elton Goonan
Chief Executive Officer