

SOUTHERN THUNDER 2024

Friday 15th, Saturday 16th and Sunday 17th March 2024

TERETONGA PARK, INVERCARGILL

STANDARD SUPPLEMENTARY REGULATIONS – PART ONE

1. JURISDICTION

This event is a National Championship and National 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 applicable the relevant Championship or Accredited Series regulations pertaining to that class.

The MotorSport NZ Permit Number is **240047**.

2. MAJOR OFFICIALS

2.1 Organising Committee: Wayne Shieffelbein (Chair), Daniel Kent, Norma Burns, Tony Forde, Wendy Jenks, Lenard McLeod, Cody Masters, Alan O'Brien, Sharon Blackwood, Alister Johnston, Lindsay Beer.

2.2 Secretary of the Meeting: Norma Burns

2.3 Officials of the Meeting

Clerk of the Course: Wayne Shieffelbein

A full 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:

NZ Super Trucks – as per MSNZ Championship portfolio.

Mainland Muscle Cars – as per Accredited Series articles.

Pre 65 Saloons – minimum of one practise, one qualifying and four races.

Historic & Vintage Racing Assn. – minimum of one practise, one qualifying and four races.

NZ 6 Saloons – as per Accredited Series articles.

MX5 Heritage Cup - minimum of one practise, one qualifying and three races.

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

A1 Auto Services One Hour Race -

Please note that vehicles without a homologated roll cage will not be accepted for competition at Teretonga Park Motor Racing Circuit.

Electric Vehicles will not be permitted at this event.

4. ENTRY CLOSING DATES & ENTRY FEES

4.1 Entry Closing Dates

Entries open with the publication of these regulations and close (at normal fees) on Friday 1st March 2024 at 5.00pm.

Entries received after the normal fee closing date will be subject to a late fee of \$50.00 incl. GST.

Late Entries – Closing date for late entries is Friday 8th March 2024. Entries received after this date may be accepted at the discretion of the Clerk of the Course.

4.2 Entries should be made through the MotorSport Online system (<https://online.motorsport.org.nz>). Entry will not be deemed valid until payment is received.

If you require assistance with the entry process, please don't hesitate to contact the Secretary of the Meeting.

4.3 Entry Fees – All classes except NZ Super Trucks

Entry fee content	Normal Closing Fee (includes 4 passes)	Late Closing Fee
Basic fee	\$243.50	\$286.96
MSNZ Participation Levy	\$60.87	\$60.87
Sub Total	\$304.35	\$347.83
GST No. 49-621-531	\$45.65	\$52.17
Total Entry Fees	\$350.00	\$400.00

4.4 Entry Fees – NZ Super Trucks

Entry fee content	Normal Closing Fee (includes passes as per articles)	Late Closing Fee
Basic fee	\$300.00	\$343.48
MSNZ Participation Levy	\$243.48	\$243.48
Sub Total	\$543.48	\$586.96
GST No. 49-621-531	\$81.52	\$88.04
Total Entry Fees	\$625.00	\$675.00

4.5 SSCC Accident Assistance Fund

Operates at this meeting offering monetary assistance towards the cost of vehicle bodywork repairs in excess of \$400.00 for SSCC members only. This is subject to acceptance and other special conditions. Rules of the Fund are available from the Administration Office.

Only available to SSCC Club Members entered in the Club Saloon races.

To take advantage of this, a fee of \$40.00 should be paid into the Southland Sports Car Club bank account –
Bank Account No.: 03-1750-0196035-00 (Please use your surname and AAF as the reference)

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 by email. Competitor passes will be available for collection at Documentation. Competitors will be able to purchase additional passes 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 be held on Saturday 16th 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. The time for this will be indicated in the Supplementary Regulations Part 2.

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 competitor's obligations, and
- Schedule Z Articles detailing Flag signals and Code of Conduct, and
- The Code of Practise 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.

Please note that Frontal Head Restraints are mandatory as of 1 October 2020. Specific requirements can be found online in the current MotorSport New Zealand Manual.

6. DOCUMENTATION & SCRUTINEERING AUDIT INSPECTION

As per Appendix 4 Schedule Z, Article 4.1, Documentation and Scrutineering must be completed prior to any on track sessions including practise.

6.1 Documentation

Will take place in the Documentation Office on –

- Friday 15th March 2024 between 9.00am and 4.00pm; and
- Saturday 16th March 2024 between 7.30am and 9.00am.

6.2 Scrutineering Audit Inspection:

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

NZ Super Truck Scrutineering

All trucks must attend scrutineering prior to this round as follows:

Venue: Southern Truck Alignment, 7 Basstian Street, Invercargill
Date: Thursday 14th March 2024
Time: All trucks must report between the hours of 1pm – 3pm.

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. ELIGIBILITY

Those Registers/Series that have Motorsport New Zealand Championship or Accredited Series status will have the full powers of the Motorsport New Zealand Rulebook for Championship/Accredited Series. Other Classes must comply with Schedule A.

9. PASSENGER RIDES (HOT LAPS)

If time allows, the organisers may allocate time at the conclusion of testing on Friday for Passenger Rides. Only drivers and vehicles entered in the race meeting will be allowed to take part in the rides session and drivers must have completed documentation and scrutineering.

Drivers are to report to the CRO's Office between 2.00pm and 3.00pm on Friday 17th March 2023 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.

10. TIMEKEEPING / RESULTS

All results will be electronically timed using the MyLaps X2 Timing System, therefore all competing vehicles must have a compliant MyLaps or AMB TranX transponder fitted for all qualifying sessions and races. 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 available to competitors from the Race Secretary's Office.

Starting Grids for all races will be posted on the Official Notice Board outside the Race Secretary's Office.

11. CIRCUIT SIGNALLING SYSTEM

As per Appendix Four Schedule Z Article 11 of the current MotorSport New Zealand Manual, Drivers will be signalled by Alitrax Flag Point Lights at Flag Points 1, 3, 4 and 5, and by Flags at Flag Points 2 and 6 when in use. The lights will have the meanings as indicated in Schedule Z Article 11.2 and its Addenda.

Start lights, Flags and Signal Boards will continue to be used at the Start/Finish Line.

In the event that the flag point lights fail, all points will revert to flags.

The Alitrax MegaViz Screen has been installed alongside the Start Lights and will be used in conjunction with flag signals and boards to communicate messages, penalties and warnings to Drivers.

12. 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 available from NPD in either North Road or 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.

13. SUPERTRUCKS NON CHAMPIONSHIP FLYING FAREWELL

13.1 Round Entry: Entry into the race will be open to drivers meeting the entry process as stipulated in these Supplementary Regulations. The driver must hold as a minimum a C1 Grade Competition Licence.

13.2 Vehicle Eligibility: Eligibility shall be for trucks complying with the current Schedule TR. The Truck must have been entered for the Championship round at the venue to be eligible for the Flying Farewell Race.

13.3 Driver Obligations: The driver is bound by the following requirements of the Articles Governing the 2023-2024 NZ Super Truck Championship.

7. Maximum speed and smoke – which shall be checked post-race for compliance with the 160Km/hr limit.

8. Race Radio.

9. Parc Ferme.

11. Driver apparel.

12. Television.

13. In Truck Cameras.

13.4 Flying Farewell Qualifying: At all Rounds there will be one (1) Qualifying session of ten (10) minutes duration.

13.5 Race length: At all rounds the race will be 6 laps.

13.6 Starting Positions: Will be determined by the times achieved in the Flying Farewell Qualifying Session, 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.

13.7 Start Procedure: Shall be by 'rolling start' in a 2 x 2 formation in accordance with Appendix Four, Schedule Z – Article 8.4.

13.8 Flying Farewell Qualifying and Race Points: Points shall be awarded for Qualifying and for overall finishing order, as per the table detailed in Article 14.1. of the Articles Governing the 2023-2024 NZ Super Truck Championship.

13.9 Specific Penalties:

In addition to Appendix One Schedule P specific penalties may be applied as follows:

	BREACH (OFFENCE)	STANDARD PENALTY	ADDITIONAL
TR1	Breach for any conditions detailed around the use and operation of judicial cameras in Article 12 of the Championship Articles.	1. Time Penalty of up to thirty (30) seconds to the race time.	1. Up to six (6) months endorsement of competition licence.
TR2	GPS unit been found to: <ul style="list-style-type: none"> • be non-operational, or • not have recorded data, or • be found to have been interfered with. 	1. \$250.00 and loss of 6 Points.	

13.10 Flying Farewell Personnel:

Co-ordinator: Karen Paddon

Scrutineer: Daniel Cresswell

14. PIT PADDOCK

All sealed roads in the Pit Area must be kept clear at all times for emergency vehicles.

Fire Extinguishers will be located outside each end of the Scrutineering Shed between roller doors. If used, please contact the Pit Marshall.

When called to the Assembly Area, please enter through the end gate and assemble in rows.

Children under 14 years of age in the enclosed Pit Area must be under parental control, are prohibited from riding bicycles, scooters or driving vehicles in the Pit Area and will not be admitted to Pit Lane.

Animals are not permitted within the confines of the grounds.

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

No alcohol is permitted in the pit lane area.

Limited Electric Power is available. Check at the Race Secretary's Office before connecting.

Cars left at the circuit are at Owners risk, and the Club accepts no responsibility for damage or theft.

15. PODIUM PRESENTATIONS

Presentations will be made to the overall 1st, 2nd and 3rd placed competitor for each class at the conclusion of racing on Sunday in front of the Race Secretary's office. Class co-ordinators are required to collate their results and bring them to the Race Secretary's office as soon as practicable after your final race.

16. TERETONGA 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 driver's 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

Starting positions will be determined by the fastest qualifying time achieved by each vehicle in the practise session and will be a Rolling Start. Number one driver in each team will qualify in the scheduled 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.

In support of this meeting a test day will be held on Friday 15th March 2024. Times and cost will be published in Supplementary Regulations Part Two – Acceptance of Entry.

This test day is exclusively for competitors and vehicles entered in this meeting. All competitors who wish to avail themselves of this opportunity must sign the terms and conditions indemnity form at the Secretary's office **before** taking part in any test session and pay the appropriate fee if not included on entry form. No passengers will be allowed during these sessions.

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

During the event food will be available from Teretonga Tasties at the Pit end of the Infield Clubrooms as well as a selection of mobile vendors around the circuit.

D. Clubrooms

Our clubrooms bar may be open at the conclusion of racing each day.

E. 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.

F. 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.