



SUPPLEMENTARY REGULATIONS

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PREAMBLE

These regulations have been formed to allow the running of a marathon style rally for cars in an atmosphere that is relaxed and informal.

1. JURISDICTION DEFINITION AND STATUS

This event is an International / National Event, organised by The Marathon Rally Car Club Inc, New Zealand and will take place between Sunday 14 November and Saturday 20 November 2010 in the South Island of New Zealand.

The Rally will be held under the Event Supplementary Regulations, the MotorSport NZ National Sporting Code and its Appendices and Schedules particularly Appendix Three, Schedule R being the Standing Regulations for all Rallies and Appendix Two, Schedule A – Driver Safety and Vehicle Requirements.

The event is a “Blind Rally” and reconnaissance of special stages and/or the use of pace or safety notes is prohibited.

The MotorSport NZ Permit Number is: **7470**

2. ORGANISATION

2.1 Organisation Committee

Gary Smith (Chairman)

Martin Fine, Mike Gibbs, George Kuttel, Murray O'Donnell, Carl Rabbidge, Graeme Robertson, Paul Smith

Address and contact phones for all matters pertaining to the event are as follows:

NZ Silver Fern Rally

PO Box 344

Pukekohe 2340

NEW ZEALAND

E-mail: secretary@silverfernally.co.nz

Fax: (64) 09 236 9902

2.2 Stewards of the Meeting

Chairman: Mr Barry Higham

2.3 Senior Officials

Clerk of the Course: Mr Graeme Robertson
E-mail: cotc@silverfernally.co.nz
Mobile: +64 - 27 492 9271

Secretary of the Event: Mr Paul Smith
E-mail: secretary@silverfernally.co.nz
Mobile: +64 – 27 485 2234

Rally Manager: Mr Carl Rabbidge
E-mail: carl@silverfernally.co.nz
Mobile: +64 – 27 447 6348

3. THE EVENT

3.1 Venue:

The event will be held between Sunday 14 November 2010 and Saturday 20 November 2010. The planned course will be detailed in the event itinerary and roadbooks. The daily number of stages and overnight stops are: -

Sunday 14 November 2010
Day One 6 x stages
Overnight at Christchurch

Thursday 18 November 2010
Day Five 6 x stages
Overnight at Invercargill

Monday 15 November 2010
Day Two 6 x stages
Overnight at Timaru

Friday 19 November 2010
Day Six 6 x stages
Overnight at Alexandra

Tuesday 16 November 2010
Day Three 6 x stages
Overnight at Dunedin

Saturday 20 November 2010
Day Seven 6 x stages
Finish at Queenstown

Wednesday 17 November 2010
Day Four 6 x stages
Overnight at Dunedin

3.2 Length:

The rally comprises of approximately 1100 km of special stages and 1700 km of touring.

3.3 First Car Starts:

From Christchurch at 1000hrs Sunday 14 November 2010

3.4 First Car Finishes:

At (approx) 1500hrs, Saturday 20 November 2010 at the final control in Queenstown

3.5 Event Programme

Wednesday 31 March 2010

1700hrs Early Bird Entry 2nd payment due
 Standard Entry registrations close
 Standard Entry 1st payment due

Wednesday 30 June 2010

1700hrs Early Bird Entry 3rd payment due
 Standard Entry 2nd payment due
 Baby Fern Entry 1st payment due

Thursday 30 September 2010

1700hrs Early Bird Entry final payment due
 Standard Entry final payment due
 Entries close at normal rates
 Baby Fern Entry final payment due

Saturday 9 October 2010

0900hrs Entry List published
 Service Books available
 (Distribution to New Zealand addresses, International – by prior arrangement)

Sunday 31 October 2010

1700hrs Late Entries close

Friday 12 November 2010

1200 -1700hrs Rally HQ Christchurch open Documentation commences
1200hrs Decal placement details posted.

Saturday 13 November 2010

1000 – 1800hrs	Rally HQ Christchurch opens	
1000hrs	Rally assembly area opens	Crews are free to attend to cars
1000 – 1800hrs	Media Centre open	
1000 – 1700hrs	Documentation available	
1000 – 1700hrs	Scrutineering available	
1700hrs	Team Entries close	
1800hrs	Publication of Provisional Start List for Day One	
1800hrs	Rally assembly area closes	Overnight security in place
1815hrs	First Stewards Meeting	
1900hrs	Officials Briefing	
2000hrs	Welcome function, Drivers and Service Crew briefing	

Sunday 14 November 2010

0700hrs	Rally HQ Christchurch opens	
0700hrs	Rally assembly area opens	Crews are free to attend to cars
0700 – 0900hrs	Documentation available (by prior arrangement)	
0700 – 0900hrs	Scrutineering available (by prior arrangement)	
0900hrs	Rally assembly area closes	
0900hrs	Start List for Day One will be posted on the Official Notice board at the documentation venue and at the Rally Start Control	
1000hrs	Day One commences	The Palms Mall Christchurch
1800hrs	Parc Ferme	The Palms Mall Christchurch

Monday 15 November 2010

0700hrs	Latest time for publication of Start List for Day Two	
0800hrs	Leg Two commences	Christchurch
1800hrs	Parc Ferme	Timaru

Tuesday 16 November 2010

0700hrs	Latest time for publication of Start List for Day Three	
0800hrs	Day Three commences	Timaru
1800hrs	Parc Ferme	Dunedin

Wednesday 17 November 2010

0700hrs	Latest time for publication of Start List for Day Four	
0800hrs	Day Four commences	Dunedin
1800hrs	Parc Ferme	Dunedin

Thursday 18 November 2010

0700hrs	Latest time for publication of Start List for Day Five	
0800hrs	Day Five commences	Dunedin
1800hrs	Parc Ferme	Invercargill

Friday 19 November 2010

0700hrs	Latest time for publication of Start List for Day Six	
0800hrs	Day Six commences	Invercargill
1800hrs	Parc Ferme	Alexandra

Saturday 20 November 2010

0700hrs	Latest time for publication of Start List for Day Seven	
0800hrs	Day Seven commences	Alexandra
1500hrs	Day Seven concludes	Queenstown
1730hrs	Provisional Results published at the Rally Secretariat Queenstown	
1800hrs	Final results announced	
1800hrs	Rally HQ / Media Centre closes	
1930hrs	Prize giving function	Queenstown

4. ENTRIES

4.1 OPENING AND CLOSING

- 4.1.1 These open with the publication of these regulations and close at 1700hrs on Thursday 30 September 2010.
- 4.1.2 Entries post marked after the normal closing date but received prior to 1700hrs on Sunday 31 October 2010 will be subject to a late entry fee of \$250. Entries received after this date will only be accepted at the organisers' discretion.
- 4.1.3 If the Entry Form is sent by fax or email the original must reach the organiser within 7 days following the closing date of entries.
- 4.1.4 The Entry Fee must be received in full by the organiser within 2 days following the close of entries.
- 4.1.5 Any entry not complying with this article in full will not be accepted.

4.2 ENTRY ACCEPTANCE

Entries are to be made on the correct form and to be deemed valid must be complete in all details and accompanied by the appropriate fees. Acceptance will be at the organising committee's discretion. The organisers reserve the right to refuse any entry in accordance with the prescribed provisions of the MotorSport NZ National Sporting Code.

4.3 FEES

The 2010 event entry packages and fee payment options are set out below. All Fees are shown NZ GST (Goods and Services Tax) Inclusive.

Payment must begin by the first instalment date of an option to qualify for that option. If you miss a payment you will automatically incur a 10% penalty.

Entry Fees for any of the schedules can be paid in full at any time.

Withdrawal must be notified in writing. A refund policy is detailed in each section.

- **NZ SILVER FERN HISTORIC TROPHY**
- **NZ SILVER FERN CHALLENGE**

Registration Fee – NZ\$500 – Entry application will only be accepted if accompanied by this non-refundable registration fee.

Early-Bird Entry Fee: - NZ\$7500.00

Instalments:

- \$2500 to be paid by 31 December 2009
- \$2000 to be paid by 31 March 2010
- \$2000 to be paid by 30 June 2010
- \$1000 to be paid by 30 September 2010

There will be a 10% penalty for late payments

Early-Bird Payment Benefits: -

- Get in Early, lower instalment payments, lower entry fees.
- Four (4) tickets to the Official Prize-giving and other official functions
- Four (4) Official event merchandise (clothing) packages.
- 2 free Service Crew registrations & identification which includes access to restricted entry service areas
- Service Crew maps and service area details.

Refund Policy: -

- Notification by 31 March 2010 = 75%
- Notification by 30 June 2010 = 50%
- Notification by 30 September 2010 = 25%
- Thereafter No refund

Standard Entry Fee: - NZ\$9500.00

Instalments: -

- \$3500 to be paid by 31 March 2010
- \$3000 to be paid by 30 June 2010
- \$3000 to be paid by 30 September 2010

There will be a 10% penalty for late payments

Benefits: -

- Four (4) tickets to the Official Prize-giving and other official functions
- Four (4) Official event merchandise (clothing) packages.
- 2 free Service Crew registrations & identification which includes access to restricted entry service areas
- Service Crew maps and service area details.

Refund Policy: -

- Notification by 30 June 2010 = 50%
- Notification by 30 September 2010 = 25%
- Thereafter No refund

Service Crew Registration: -

NZ\$350.00 per extra vehicle

- Service crew identification,
- Access to restricted entry service areas,
- Service Crew maps and service area details.

All Service Vehicles (excluding management cars) must be registered with the organisers.

Teams Entry: -

NZ\$150.00 per team of three (3) vehicles

• **BABY FERN RALLY (first three days only)**

Registration Fee – NZ\$500 – Entry application will only be accepted if accompanied by this non-refundable application fee.

Baby Fern Entry Fee: - NZ\$2500.00

Instalments:

\$1500 to be paid by 30 June 2010

\$1000 to be paid by 30 September 2010

There will be a 10% penalty for late payments

Benefits: -

- Four (4) tickets to the Official Prize-giving and other official functions during duration of Baby Fern
- 2 free Service Crew registrations & identification which includes access to restricted entry service areas
- Service Crew maps and service area details.

Refund Policy: -

- Notification by 31 August 2010 = 50%
- Notification by 30 Sept 2010 =25%
- Thereafter No refund

Service Crew Registration: -

NZ\$350.00 per extra vehicle

- Service crew identification,
- Access to restricted entry service areas,
- Service Crew maps and service area details.

All Service Vehicles (excluding management cars) must be registered with the organisers.

4.4 PAYMENT DETAILS

4.4.1 Payment of entry fees can be made by: cheque, Bank draft, Telegraphic transfer or Credit card – Visa/Amex/Diners/Master card

4.4.2 Bank account details for sending a telegraphic transfer are:

Bank: Westpac Bank Ltd
Address Chartwell Square
Hamilton
New Zealand.

Account Name: Silver Fern Rally Management Ltd
Account Number: 03 1557 0164365-00
International Swift Code WPACNZ2W

Please ensure that the No1 driver's name is included as reference on all bank transfers.

When paying by Telegraphic transfer it is essential that you provide details of this payment to the Rally Office to ensure that payment is receipted prior to the close of entries

4.4.3 If payment is by cheque please make payable to "Silver Fern Rally Management Ltd"

4.4.4 If payment is to be by credit card debit please ensure the relevant authority on the payment form is completed. A payment will be shown as 'CALTEX AVALON' on card statements.

Note: All Bank Charges incurred must be paid by the sender.

4.5 - DOCUMENTS PROVIDED

The entry fees specified in 4.3. include:

- One set of Road Books
- Two sets of Service Crew Road Books
- Three Route Maps
- Two Service Vehicle Window Plates
- One Service Book and map per each extra service vehicle registered
- Three Event Programmes
- One set of Results
- Competition Vehicle Livery Pack
- Two free overnight service passes (Article 18.1.4)

4.6 NUMBER OF STARTERS:

The organisers reserve the right to abandon the event if less than 60 entries are received by the final payment date

The maximum number of starters will be 150.

Any additional entries received will be placed on the reserve start list in order of receipt.

4.7 ACCEPTANCE OF ENTRY:

These will be notified progressively on website "www.silverfernally.co.nz". A Provisional Start list will be published at 1800hrs on Saturday 13 November 2010. The Start list for Day one will be posted on the Official Notice Board at 0900hrs on Sunday 14 November 2010 at the documentation venue and at the Rally Start Control.

4.8 COMPETITOR REQUIREMENTS:

4.8.1 Knowledge and Understandings: 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.

Copies of MotorSport New Zealand National Sporting Code and appendices are available from their website - 'www.motorsport.org.nz'

4.8.2 Licence Requirements:

- (a) International Competitors: Shall hold either an FIA International Rally Licence or a rally grade licence from their ASN plus a visa to compete..
- (b) Australian Competitors: Shall hold a National Grade Rally Licence plus a Tasman Visa issued by CAMS
- (c) New Zealand Competitors: Both No. 1 and No. 2 drivers shall hold a National Rally Grade or higher Motorsport NZ issued Competitors Licence.

NOTE:

- | |
|--|
| <ol style="list-style-type: none">1. Australian Competitors must have a "Tasman Visa" before arriving in NZ. Contact CAMS for further details.2. Competitors from countries other than Australia must have either an International Rally Licence or a National Rally Grade licence plus a Visa from their ASN.3. All competitors must have a current Medical Certificate |
|--|

4.8.3 Briefings

A compulsory briefing will be held at 2000hrs, Saturday 13th November 2010. Venue to be confirmed

5. ELIGIBLE VEHICLES

5.1 PHILOSOPHY

The eligibility and classes have been created to allow for competition between similar vehicles in an atmosphere that is relaxed and informal.

The historic classes recognise those cars that have previously been eligible for New Zealand Rally Championships and support the initiative commenced by MotorSport NZ in providing a competition for these cars.

5.2. CLASSES

NZ SILVER FERN HISTORIC TROPHY

For vehicles compliant with:

- The Technical eligibility regulations for the FIA European Historic Sporting Rally Championship for which a Historical Technical Passport (or equivalent) is required. Or
- The Historic Technical eligibility regulation for Sporting Rallies of the ASN of the competitor for which a Historical Technical Passport (or equivalent) issued by the ASN is required. Or.
- For vehicles compliant to MotorSport New Zealand Schedule RH (Rally Historic) for which a MotorSport NZ Certificate of description (COD) is required, A copy of the relevant articles is attached as Appendix B
- For all 4WD turbocharged vehicles with a capacity greater than 1800cc a 36mm maximum diameter restrictor must be fitted in accordance with MotorSport NZ requirements.

Note: Items specifically not permitted

- Anti lag
- Launch control

Two Wheel drive

Class A – 0-1300cc

Class B – 1301-1600cc

Class C – 1601-2000cc

Class D – over 2001cc

Four Wheel Drive:

Class E

NZ SILVER FERN CHALLENGE

For vehicles compliant with the MotorSport New Zealand Schedule A safety regulations

Two Wheel Drive:

Class F – 0-1300cc

Class G – 1301-1600cc

Class H – 1601-2000cc

Class I – over 2001cc

Class J – For vehicles compliant with:

- Production cars, maximum engine capacity 2000cc, non-turbocharged. Modifications permitted as provided for in FIA, Appendix J, Group N regulations.

Four Wheel Drive:

Class K – For vehicles compliant with:

- Pre-January 1st 1992 compliant to original FIA homologation papers and FIA Appendix J modifications of the period.
- For all 4WD turbocharged vehicles with a capacity greater than 1800cc, a 36mm maximum diameter restrictor must be fitted in accordance with MotorSport NZ requirements.

Note: Items specifically not permitted

- Anti lag
- Launch control

Note:

- A Competitor can only contest one class.
- CC capacity is to be true capacity with allowance for 1.5mm overbore.
- Vehicles driven by overseas competitors must comply with either the relevant FIA safety standards or MotorSport NZ Schedule A.

6. DOCUMENTATION AND SCRUTINEERING AUDIT

- 6.1 Competitors, or their representatives must present themselves at documentation for the checking of licences and documents, issuing of competition numbers and applicable advertising material
All competing vehicles must be presented for scrutineering
The venues will be advised at a later date.
- 6.2 Vehicles can be scrutinised at specified locations within the two weeks prior to the event. It is highly recommended that competitors take advantage of this opportunity. Details and locations will be advised from New Zealand Silver Fern Rally Office.
- 6.3 Vehicle Log Books and/or Identity papers and/or Homologation papers and/or Certificate of Description and/or Motorsport Authority Card and/or Historic Passport must be readily available for presentation to Officials when requested
- 6.4 Cameras, Tools and Spare Parts: These must be fitted to the vehicle when presented for Scrutineering. Any competitor wishing to fit a camera or other such equipment during the event is required to gain the approval of the Chief Scrutineer.

7. OFFICIALS IDENTIFICATION

Officials of the event will be identified as detailed below:

- a) Marshals: will wear bibs
- b) Stage Control (Post) Chiefs: will wear bibs
- c) Scrutineers: Name Badges
- d) Other Officials: Name Badges

8. OFFICIAL BULLETINS

May be issued in accordance with the provisions of the MotorSport NZ National Sporting Code.

9 TIME CARDS

- 9.1 Before the start of the rally, time cards will be issued to every competitor. At any Control, crews may be required to give the completed cards to officials.
- 9.2 The time cards must be carried in the competing vehicle throughout the rally and must be presented to all Controls by a member of the crew for time recording or endorsing.
- 9.3 Competitors are not permitted to amend any entries on time cards.

10 START ORDER AND INTERVALS

10.1 STARTING ORDER

- (a) The starting order will be determined by the organisers.
- (b) The organiser's decision will be final and not subject to protest.
- (c) The Provisional starting list for Day one will be posted at 1800hrs Saturday 13 November 2010 on the Official Notice Board at the documentation venue A final order will be posted at 0900hrs Sunday 14 November 2010 0900hrs on the Official Notice board at the documentation venue and at the Rally Start Control
- (d) For each subsequent day the starting list will be posted as soon as practicable after the finish of the previous day's competition but no later than 1 hour prior to the first car leaving for the subsequent day. All competitors, with the exception of those who have permanently withdrawn, will be included on the start list.
- (e) The start order for Day one will be the three sections, Historic, Challenge and Baby Fern as separate groups in that order with a safety gap between if required.
- (f) The start order for Day two to seven inclusive will be as follows:
 - (1) Start order 1 to 10 will comprise cars placed 1 to 10 from a classification combining all three groups overall times
 - (2) Start order 11 onwards will be determined over the total field using an index of performance determined by special stage times recorded on the previous day. The index of performance is produced from the results programme and disregards any obvious slow or abnormal stage times from assessment into the programme.

10.2 STARTING INTERVALS

- (a) All stages shall have starting intervals of 1 minute between each competing car. The Clerk of the Course may, increase the starting interval between competitors.
- (b) A 5 minute gap will be provided between the In Control at the end of a Road section and the Start of a Special Stage. This is to enable competitors who are being caught in Special Stages to exchange start order by mutual consent. Assistant Clerk's of Course can direct start order changes where consent is not forthcoming.
- (c) No gaps in the start interval is to be caused during any start order exchanges

11 CONTROL PROCEDURES

11.1 GENERAL PROVISIONS

- (a) All controls, i.e., passage and time controls, start and finish of special stages, regrouping and neutralisation zone controls, will be indicated by means of MotorSport NZ approved standardised signs.
- (b) The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 25 m, an identical sign on a red background indicates the position of the control post. The end of the control area, approximately 50 m further on, is indicated by a final sign on a beige background with three black transversal stripes (Refer to Addendum Schedule R 4 MSNZ book 3)
- (c) All control areas (i.e., all the areas between the first yellow warning signal and the final beige one with three transversal stripes), are considered as Parc Ferme.
- (d) The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- (e) The target check-in time is the responsibility of the crews alone, who may consult the official clock
- (f) The Post Marshals may not give any information on this target check-in time.
- (g) Crews are obliged to follow the instructions of the Marshal in charge of any control post. Failure to observe this may lead to a penalty.

11.2 TIME CONTROLS AND TIMING

- (a) A target section can be a road section, a service park, or from the start of one special stage to the start of the next special stage. In the latter case the target includes a special stage and the next road sections. Controls will be set up at the start and finish of all target sections.
- (b) The Control official must write on the time card the exact time at which the card was handed to the Control official.
- (c) The arrival time recorded at a Control, which is not followed by a special stage or a rest halt, will also be the departure time for the next road section.
- (d) Where a start Control is followed by a special stage, competitors must proceed to the start line after clocking in at the Control. Competitors must be ready to start the special stage with helmets fitted and seat belts fastened when they reach the start-line. At least three minutes will be allowed from the time competitors clock in at the start Control until they leave the start line. Competitors not ready to start a special stage at their designated time will be deemed to have started at that time.
- (e) Competitors will not be accepted for checking in at Controls prior to their due report time but can check in during the whole minute following their due report time without incurring lateness penalties. Competitors may check in prior to their report time at the end of a day Parc Ferme without incurring a penalty
(A competitor who is supposed to check in at Control at 18 H 58' will be considered on time if the check-in takes place between 18H 58.00" and 18 H 58.59").
- (f) For each whole minute late in checking in at Time Controls or Parc Ferme competitors will receive a penalty of 10 seconds for every minute of lateness added to overall time.
- (g) Officials at Passage Controls will endorse the time card when it is handed to them, without indicating the passage time.
- (h) Any competitor who fails to complete a target section in its entirety, or fails to report to any Start Control, Passage Control or finish of special stage Control will incur penalties.
- (i) When a Start Control is followed by a special stage start, the whole area will be laid out as a single Control area.

11.3 CHECK-IN PROCEDURE

- (a) The check-in procedure begins the moment the vehicle passes the zone entry sign.
- (b) You are permitted to enter the Control Zone up to one minute prior to your due report time.
- (c) The clocking of the card can only be carried out if the two crew members and the car are in the control zone.
- (d) The check-in time corresponds to the exact moment at which one of the crew members hands the time card to the Post Marshal.
- (e) Then the Post Marshal marks on this card the actual time at which the card was handed in.
- (f) The target check-in time is the time obtained by adding the time allowed to complete the target section to the time of leaving this section, these times being expressed to the minute.

11.4 TIME OF LEAVING CONTROLS

- (a) If the next road section does not start with a special stage (e.g. service park), the check-in time entered on the time card shall constitute both the arrival time at the end of the road section and the starting time of the next section.
- (b) When a time control is followed by a start control for a special stage, the following applies:
- (c) These two posts are included in a single control area, the signs of which shall be laid out as follows:
 - (i) Yellow warning sign (beginning of zone);
 - (ii) Red sign with dial (time control post), at a distance of approximately 25 m;
 - (iii) Red sign with flag (start of the special stage), at a distance of 50 to 200 m;
 - (iv) End of control sign (3) transversal stripes on a beige background

11.5 EXCLUSION / PENALTIES

Crews are bound, under the pain of exclusion, to check in at all times in the correct sequence and in the direction of the rally route. Crews must always drive in the direction of the special stage (except to solely effect a turnaround). It is also prohibited to re-enter the control area.

- (a) Any lateness exceeding 30 minutes on the target time between time controls will result in the target maximum time penalties being applied as appropriate
- (b) The penalty time may be increased at any point by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible.
- (c) Penalties for exceeding the maximum permitted lateness may only be announced at the end of a section or at the end of a Day. Any competitor arriving at a control after it has closed will not be permitted a start but is able to tour to the next convenient control and rejoin the event.

11.6 REGROUPING CONTROLS

- (a) Regrouping controls or a method of closing gaps in the field may be set up along the route. Their entry and exit controls shall be subject to the general rules governing control posts.
- (b) The purpose of these regroupings will be to reduce the intervals, which will occur between crews as a result of late arrivals and/or retirements.
- (c) On their arrival at regrouping controls, the crew will hand the Post Marshal their time card. They will receive instructions on their starting time. They must then drive their car immediately and directly to the Parc Ferme or regroup area if provided. The Post Marshal may give them a new time card either at the entrance or at the exit of the Parc Ferme or regroup area if provided.

11.7 PASSAGE CONTROLS

A passage Control for the purpose of endorsing time cards only (not time recording) may be placed at the discretion of the organisers. At these controls, the Post Marshals will simply stamp the time card as soon as the crew hands this in, without mentioning the time of passage. Passage controls will only be used on road sections

12 SPECIAL STAGES

12.1 SPECIAL STAGES

- (a) Special stages commence from a standing start, with the engine running and with the car placed on the starting line.
- (b) During the special stages, the crew shall wear approved protective helmets, protective clothing and safety harnesses as specified in Appendix Two Schedule A. of the Motorsport NZ Manual
- (c) Any competitor who fails to leave the start within 15 seconds of their allocated start will not be given a new start time, but pushed off the start line into the special stage. The Post Chief will note any delay to the start of a special stage due to reasons of force majeure. Any such delay will be taken into consideration by the Clerk of the Course when establishing the results.
- (d) Crews shall be penalised for;
 - (i) Deliberately blocking the passage of competing cars, or
 - (ii) Preventing competition cars from overtaking.
- (e) If the route is completely blocked by an accident or breakdown, it is the responsibility of following competitors to move the obstructing vehicle and proceed. In this case a classification for the stage may be established by the Clerk of the Course for each crew that has stopped to unblock the route
- (f) The Stewards may delete or alter a special stage from the results from the event. However, when a special stage has to be stopped or has been interrupted for any reason before the last crew has covered it, a classification for the stage may be established by allocating a time to each crew which has been unable to complete the stage because of the interruption.

12.2 SPECIAL STAGE PROCEDURE

- a) The vehicle will be started by the following countdown procedure:
 - Verbal Thirty seconds, fifteen seconds, ten seconds, five, four, three, two, one, go!,
supplemented by hand signal (finger count) from five seconds down to go!,
- (b) A false or jump-start shall incur a penalty. All Start Line marshals are deemed to be a Judge of Fact for this decision.
- (c) At the special stage flying finish, the time will be recorded. A warning board will be erected 200 m before the flying finish. After the flying finish a minimum distance of 200 m will be given for the competitor to stop and report to the Finish Control, where the time taken at the flying finish will be written on the driver's card.

13 PARC FERME RULES

13.1 GENERAL CONDITIONS

The cars shall be subject to the Parc Ferme rules from:

- (a) The moment they enter a starting area, or an end of day until they leave one of these;
- (b) The moment they enter a control area until they leave it;
- (c) As soon as they reach the end of the rally until the time for technical inspections is completed.

13.2 SERVICING/REPAIR

- (a) While the vehicles are subject to the Parc Ferme rules, any repairs or refuelling is strictly forbidden, under pain of exclusion.
- (b) By the way of exception and under the supervision of the Marshal the crew may, while in the Parc Ferme, at the start, regrouping zone or end of day
 - (i) Change a punctured or damaged tyre using the equipment on board; and or
 - (ii) Have a new windscreen fitted with the possibility of having outside help.
 - (iii) Repair a safety device (i.e. seat belt) subject to an instruction from the Chief Scrutineer.These repairs must be completed before the starting time or the penalty provided for in Article 18.1.3 will apply.
- (c) As soon as they have parked their car in Parc Ferme, the drivers will leave the Parc Ferme and no member of the crew will be allowed to re-enter it.
- (d) To leave a Parc Ferme for the start or regrouping halt the crew shall be allowed to enter the Parc Ferme 10 minutes before its starting time.
- (e) If the Scrutineers note that a vehicle seems to be in a condition, which is not compatible with normal road use, they must immediately inform the Clerk of the Course thereof, who may request that the car be repaired.
- (f) In this case, the minutes used to carry out the repairs will be considered as the same number of minutes of lateness recorded in a road section or the allowance for repairs outside Parc Ferme will be applied – Article 18.1.3. If necessary the crew will be given a new starting time.

14 SAFETY AND EMERGENCY PROCEDURES

14.1 COMPETITOR EMERGENCY PROCEDURES GENERAL

Any competitor who stops on a special stage for any reason whatsoever (accident or mechanical breakdown) must display a warning triangle in such a position to give adequate warning to following competitors. Failure to display a warning triangle in such a manner will invoke a penalty.

14.2 COMPETITOR EMERGENCY PROCEDURES INJURY ACCIDENTS OR FIRE

- (a) Any competitor involved in an accident who requires assistance for a trapped or injured crewmember or for assistance in containment of a fire will move back along the course; displaying clearly the red SOS to the following competitors.
- (b) When a red SOS is displayed to a competitor it is MANDATORY that they stop and assist the crew requiring help. Their responsibilities are to help any injured persons and help contain any fire and ensure that the event safety services are mobilised as quickly as possible. If telephone coverage is available then Rally Control should be informed immediately.
- (c) The red SOS will cease to be displayed, and the green OK displayed, when sufficient vehicles have been stopped to provide the necessary assistance. If any competitor elects to stop under these circumstances, they will not be entitled to any delay allowance.
- (d) Should a competitor arrive at the scene of an accident where both crew members are incapacitated they will remain with the accident and stop a sufficient number of the following competitors to provide necessary assistance, using the red SOS.
- (e) In the event of serious injury being discovered, if telephone coverage is available then Rally Control should be informed immediately, or the first competitor will arrange for an appropriate car (usually the next following car) to proceed immediately in the direction of normal rally traffic to the end of the stage or next radio point en route and advise the officials in charge of details of the accident and actions taken.

15 WITHDRAWAL FROM AND REJOINING THE EVENT

15.1 WITHDRAWAL FROM THE EVENT

If a competitor believes that they may be able to restart after an incident but will be missing some stages they should complete a 'Temporary Withdrawal' form and hand it to an appropriate official. If the withdrawal is permanent then a Permanent withdrawal form must be completed. Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of leg Parc Ferme will be penalised as per item 15.1.4

15.1.1 PERMANENT WITHDRAWAL: Where a competitor decides to permanently withdraw from an event the competitor shall ensure that Rally Control has been advised either through telephone or radio contact. Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their withdrawal. A completed notification of withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A)

15.1.2 TEMPORARY WITHDRAWAL: Where a competitor decides to Temporarily Withdraw from the event the Competitor shall ensure that Rally Control has been advised either through telephone or radio contact . Where it is not possible to advise Rally Control by either of these methods the competitor must remain on the rally route until advising the sweeper car of their withdrawal. A completed notification of withdrawal form must be handed into a rally official for urgent transmission to Rally Control confirming the withdrawal. Failure to carry out this procedure will incur a penalty. (See Appendix A)

15.1.3 A competitor who temporarily withdraws will incur a "Maximum Target Time" for the target in which the competitor withdraws and Maximum Target Times for any further targets missed. If the associated special stage has been completed then a 15minute penalty plus stage time will be used for this target if the combination of these times does not exceed the Maximum Target Time.

15.1.4 Any competitor who has lodged a Temporary Withdrawal and is late into an end of day Parc-Ferme will incur a penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour thereof for any further hours late up to a maximum of **40** minutes will be applied. Lateness for Temporary Withdrawals into end of day Park-Ferme is calculated by adding 30 minutes to the competitors start order for the day, in minutes, to the Parc Ferme due time for the first car.

15.1.5 Any competitor who has lodged a Temporary Withdrawal and is unable to place their vehicle into the end of day Parc-Ferme before the start of next days competition will incur the Park-Ferme maximum penalty time of **40** minutes.

15.2 REJOINING THE EVENT

15.2.1 The Road Book contains 'Rejoining' forms.

15.2.2 When a competitor wishes to re-join the event they must do so only at either (a) the start control of a stage, or (b) the 'out' control of an overnight Parc Ferme or Service Park. They must hand in a 'Rejoining form' to the Post Chief. The Post Chief will place them in an appropriate place in the field. In either case this will be no higher than their daily start order unless directed by the Clerk of the Course. If this is not possible, e.g. the control has closed, then they must proceed to another stage before rejoining.

15.2.4 All cars that have suffered accident damage may be checked and cleared by a Scrutineer before being allowed to rejoin the event. Scrutineers will also be checking cars in overnight Parc Ferme and may require them to be removed to repair unsafe conditions. This will incur time penalties as specified in Article 18.1.3

15.2.5 Due to the use of maximum target times those competitors who rejoin will feature in the final classification.

16 INQUIRIES

16.1 INQUIRIES (INQUIRY FORM)

Any competitor desiring to query any aspect of the event may do so by means of an inquiry form contained at the back of the Road Book. The competitor must make any request for information of this nature within 30 minutes of the competitor's actual time of arrival at the end of day Parc Ferme. It will be the responsibility of the Clerk of the Course or their assistant to give a written reply to the bona fide inquiry form as soon as practicable. A competitor will have the right to formally protest on the subject of the inquiry given Protest lodgement timeframe as specified in MSNZ Manual NSC 110.

16.2 INQUIRY INTO RESULTS

Any inquiries on competitor's special stage or overall times must be made within 30 minutes of daily provisional results being published.

17 RESULTS

Separate results will be published for NZ Silver Fern Historic Trophy, NZ Silver Fern Challenge and Baby Fern Rally. There will be no combined results published.

17.1 ASSESSMENT OF PERFORMANCE

- (a) The method of assessment of a competitor's performance will be on a cumulative time basis plus appropriate penalties.
- (b) The competitor's actual time taken to complete a special stage will be recorded at least to the nearest second and debited to that competitor, together with any target lateness penalties.
- (c) To be classed as a finisher, a car and its crew must have arrived at the finish not later than the maximum lateness designated for the event after their scheduled arrival time.
- (d) Should a competitor not contest a special stage or complete a target they will be debited with a target maximum time. These times will be shown in the Road Book
- (e) Progressive results will be posted during the day on the event website (www.silverfernrally.co.nz) and at the Overnight Secretariat as soon as practicable following the conclusion of each day's competition.
- (f) Provisional results will be posted at 1730hrs on Saturday 20 November 2010 at the Rally Secretariat, Queenstown. Pending receipt of any protests they will be declared final 30 minutes later.

17.2 FINAL CLASSIFICATION

Penalties are expressed in hours, minutes and seconds. For the final results, the elapsed times on all special stages and penalties will be totalled.

The winners of the Baby Fern, NZ Silver Fern Historic Trophy and the NZ Silver Fern Challenge will be the Competitors who have the lowest totals, the ones having the next lowest totals are second, etc.

18 SERVICING

- 18.1.1 All service vehicles are to be registered with the organiser. They must display their window identification plates (as supplied) throughout the event.
- 18.1.2 Servicing is only permitted in areas designated in the Road Book and maps. Service time will be included in target allowance. There will be 60 minutes service time allowance at the end of each day prior to reporting to the overnight Parc Ferme. Competitors are permitted to report early to the Time Control at end of day Parc Ferme,
- 18.1.3 Should a competitor wish to remove or be required to remove their vehicle from the Parc Ferme for repair, this will be permitted on the penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour or part thereof for any remaining hours up to a maximum penalty time of 40 minutes. This penalty will commence, at the exit Time Control, each time a vehicle is removed, or required to be removed, from Parc Ferme. The penalty will be added to a competitor's overall event time.
- 18.1.4 Notwithstanding article 18.1.3 (above) competitors will be provided with two (2) overnight Parc Ferme leave passes which will enable their car to be removed from a Parc Ferme overnight for servicing without incurring a penalty. These passes can be used at any overnight Parc Ferme, they are vehicle specific and are not transferable to another competitor.
- 18.1.5 All vehicles should be back in Parc Ferme prior to the first car commencing each day. Parc Ferme penalty time will continue for any competitor who is late. Otherwise maximum target time penalties will be applied.
- 18.1.6 Due to the duration of the event, MotorSport NZ Schedule R 6.1 (e) is suspended. This allows a competitor to tow their vehicle for the purpose of reaching a repair location prior to entering any Control zones. It is not permitted to tow to a Control zone and push the vehicle in.

19 TRAFFIC LAWS

- 19.1 Throughout the entire rally (with the exception of special stages), the crews must strictly observe the traffic laws of New Zealand. In particular;
- (a) Competitors and their service crews must always drive and conduct themselves in a manner which does not discredit the event or arouse adverse public opinion.
 - b) All traffic regulations and particularly speed limits must be rigidly complied with on all road sections
- 19.2 It is mandatory for any competitor or service crew who have been issued with a traffic offence or warning notice during a rally to fully report the incident in writing with details to the Clerk of the Course, or his assistant not later than 30 minutes after their actual reporting time at the end of the Day in which the incident occurred.
- 19.3 Should the police officer decide against stopping the driver or vehicle, they may request that the Clerk of the Course apply an appropriate penalty, subject to the following:
- (a) That the notification of the infringement is made through official channels in writing, before the posting of the final classification; and
 - (b) That the statements are sufficiently detailed for the identity of the offending vehicle driver to be established beyond all doubt, as well as the place and time of the offence; and
 - (c) That the facts are not open to various interpretations.
- Note: The New Zealand Traffic Regulations are contained in the Land Transport Safety Authority Booklet "The Road Code" which all competitors are expected to be familiar with.
- 19.4 Any crew, which does not comply with the traffic laws, upon being issued with an Infringement Notice, shall be subject to the penalties as prescribed in the National Sporting Code.
- 19.5 Competitors and crew shall be held entirely responsible for any accident or breach of the laws in which they may be involved and shall declare to the Clerk of the Course particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers in regard to any liability.

20. OFFICIAL NOTICE BOARDS

These will be at any of the following venues:

- Rally Start Secretariat Christchurch
- Overnight Secretariats
- Rally Finish Secretariat Queenstown

21. INSURANCE

- 21.1 All New Zealand residents and overseas visitors to New Zealand are covered by 24 hour no-fault personal injury accident insurance, where that accident is deemed to be an accident as defined in the Injury Prevention, Rehabilitation and Compensation Act 2001. Overseas visitors are recommended to have personal travel and medical insurance. Third Party Property Insurance or Comprehensive Vehicle Insurance is the responsibility of the entrant / competitor. The service vehicles and management vehicles including those bearing special plates issued by the organisers may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owner.
- 21.2 Competitors and crew members are covered for public liability under a master policy held by MotorSport New Zealand for an amount of NZ\$10 million for the entire event. Full details may be obtained upon request to the organisers.
- 21.3 In the event of an accident the competitor or his representative must notify the Clerk of the Course in writing within 4 hours. The competitor must provide full details including the names and addresses of those involved and any witnesses.

22 GENERAL

22.1 RECONNAISSANCE:

By either the crew or their agents is not permitted at any time following publication of these supplementary regulations. Should an intending competitor or their agents be found to have carried out reconnaissance their entry will not be accepted and the matter reported to MotorSport NZ for further action.

22.1.2 CARRIAGE OF PACE NOTES AND/OR SAFETY NOTES

The carriage or use of any form of Pace Notes or Safety Notes is specifically forbidden and will incur a penalty (See Appendix A) and the matter will be reported to MotorSport NZ for further action.

22.2 ORGANISERS DECALS:

(a) A schedule of required Organisers decals as provided for in MotorSport NZ Schedule R 3.3 will be posted on the Official Notice Board at 1200hrs on Friday 12th November 2010 at the Documentation venue. In addition to those specified the top of windscreen to a depth of 100mm is also reserved for organiser's decals. Competitors are reminded to ensure these spaces are left clear for placement of these decals. Competitors will not be permitted to start at any time if the decals are not affixed in place.

(b) The crew's names are to be placed on the front guards. It is recommended that the flag of country of residence be placed next to the crew names.

22.3 COMPETITOR INFORMATION SHEETS:

Items of a general information nature will be posted on the website 'www.silverfernally.co.nz' as they become available. It is recommended that competitors regularly check this website.

22.4 AUTHORITIES:

The following documents have the same force and status as these Supplementary Regulations

- Entry Forms
- Written Drivers Briefing
- Road Book
- Bulletins

22.5 ITINERARY:

The itinerary as published in the Road Book will be the definitive itinerary.

22.6 STAGE DESCRIPTIONS:

These will be posted on the website 'www.silverfernally.co.nz'.

SCHEDULE OF PENALTIES

NB: This table does not restrict the Clerk of the Course or Stewards to be bound solely to the penalties outlined here. They may utilise MSNZ Schedule P as appropriate.

Additional penalties of licence endorsement or suspension (Stewards only) may also be imposed as appropriate

LEGEND:

Article xxx	=	Supplementary Regulation Article number
A2Ax, A4Rx, NSCx	=	MotorSport NZ Penalties
NZSFx	=	NZ Silver Fern Penalty

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 4.8.3</u> (NSC 5) Failure to attend drivers briefing	\$50.00	
<u>Article 6.1</u> (A2A.4) Failure to present vehicle for eligibility inspection when required to do so	\$1000.00	Exclusion from the event
<u>Article 6.3</u> (A2A.1) Failure to present vehicle logbook or, Identity papers, or Homologation papers or, Certificate of Description or, Motorsport Authority Card, or Historic Passport when required to do so	\$50.00	
<u>Article 9.2</u> (A3R.12) Failure to present time cards during the rally		Exclusion from the event
<u>Article 9.3</u> (A3R.13) Unauthorised amendments to the time card	\$500	Exclusion from the event
<u>Article 11.1 (g)</u> (A3R.15) Failure to obey instructions of a Control Post Chief or an Assistant Clerk of Course		Exclusion from the event
<u>Article 11.2 (f)</u> (NZSF 1) Failure to report to Time Control at due time		10 seconds per minute of lateness up to a maximum of 30 minutes lateness incurred
<u>Article 11.2 (f)</u> (NZSF 2) Failure to report to Parc Ferme at due time		10 seconds per minute of lateness up to a maximum of 30 minutes lateness incurred

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 11.5</u> (A3R.18) Driving wrong or opposite direction on a special stage		Exclusion from the event
<u>Article 12.1 (d)</u> (A3R.7) Blocking the passage of or preventing the passing of competition car or cars	\$500.00	Addition of five (5) minutes to the special stage time
<u>Article 12.2 (b)</u> (A3R.11) Jumping the start of a special stage 1 st offence 2 nd offence 3 rd offence		1 ST = Addition of twenty (20) seconds to stage time 2 ND = Addition of five (5) minutes to stage time 3 RD = Exclusion from the event
<u>Article 13.2 (a)</u> (NZSF 3) Servicing/Repair while subject to Parc Ferme rules		Exclusion from the event
<u>Article 13.2 (b)</u> (NZSF 4) Safety repairs as required, specified by Rally Official or permitted whilst in Parc Ferme or regrouping zones		Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes
<u>Article 14.1</u> (A3R.16) Failure to display warning triangle when stopped in a stage	\$500.00	Endorsement of Competition Licence for a minimum of 1 month to a maximum of 12 months
<u>Article 14.2 (b)</u> (A3R.17) Failure to stop for displayed RED SOS	\$1000.00	Exclusion from the event Endorsement of Competition Licence for a minimum of 12 months
<u>Article 15.1.1 & 15.1.2</u> (A3R.22) Failure to notify withdrawal from the rally. (Includes a temporary withdrawal)	\$500.00	Endorsement of Competition Licence for a minimum of 1 month to a maximum of 12 months
<u>Article 18.1.2</u> (A3R.8) Servicing a competing vehicle in a no-servicing or no-access areas 1 st offence 2 nd offence 3 rd offence	\$100.00 \$500,00	1 ST = Addition of five (5) minutes to event total time 2 ND = Addition of fifteen (15) minutes to event total time 3 RD = Exclusion from the event

BREACH (OFFENCE)	MAXIMUM FINE	STANDARD PENALTIES
<u>Article 18.1.3</u> (NZSF 5) Removal of a competing car from Parc Ferme for the purpose of repairs (on every occasion)		Ten (10) minutes for the first hour or part thereof then Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes
<u>Article 19.2</u> (A3R.3) Failure to report issue of a traffic offence notice during the rally	\$500.00	Exclusion from the event
<u>Article 19.3 & 19.4</u> (A3R.4) Crew or service crew of competing vehicle receiving at traffic offence notice during the event. 1 st offence 2 nd offence 3 rd offence	\$100.00 \$500.00 \$1000.00	2 nd = Addition of five (5) minutes to total event time 3 rd = Exclusion from the event
<u>Article 22.1</u> (A3R.10) Breach of pre –event Reconnaissance regulations	\$1000.00	Exclusion from the event Endorsement of competition licence for minimum of 12 months
<u>Article 22.1.1</u> (NZSF 6) Carriage of Pace Notes or Safety Notes		Exclusion from the event
<u>Article 22.2</u> (NZSF 7) Failure to correctly display vehicle identification or organisers decals		Not permitted to start/enter Control Zone until corrected. NB: time penalties may also apply for any lateness incurred

24. APPENDIX B

NZ SILVER FERN HISTORIC TROPHY

TECHNICAL REGULATIONS – Relevant articles for cars complying with MSNZ Schedule RH

PREAMBLE

The purpose of this category of rallying is to emulate, as far as possible, the rallying of vehicles built before January 1, 1987 (“the Period”), which competed in the New Zealand Rally Championship. Vehicles of that period largely comprised of FIA Groups 1 to 4, with the addition of Group Pacific, which allowed non homologated cars such as the Mazda RX3 to be built to a similar level of modification as a Group 4 Ford Escort, for example. The Group B “supercars” contested the latter part of this period. Group B cars were banned from WRC competition after 1986.

The philosophy reflected in these regulations is that cars shall look and perform much as they did in the period, whilst allowing sufficient freedoms as to recognise the current age of the series production vehicle and the inability to source some original components.

1.0 GENERAL CONDITIONS

The only allowable modifications to the Series Production Vehicle are those described hereinafter. All vehicles are required to comply with the provisions of Schedule A with respect to rallies.

2.0 DEFINITIONS

“The Period”: Means prior to January 1, 1987

Series Production Vehicle: Means a car that has been manufactured in a certain number of identical units within a specified time frame by the same manufacturer, and intended for general sale to the public through a dealer network

Original: means the component/s as originally fitted to the car by the original manufacturer at the time of sale.

COD: means the Schedule RH Certificate of Description form

HTP: means Historic Technical Passport

Homologated: means a technical specification put forward by the manufacturer of an individual vehicle model as approved on a descriptive form issued by the FIA

Variant: means an optional or homologated specification as provided by the original manufacturer for the series production vehicle.

Computerised: means controlled by an ECU (Electronic Control Unit) utilising data gained from sensors electronically measuring the values of engine input and output functions.

OE: means Original Equipment

Period Modification: means any modification, which was homologated by any manufacturer for any vehicle of the Period.

3. ELIGIBLE VEHICLES.

At all times the onus of proof of eligibility of the vehicle and / or components will be the responsibility of the Entrant.

MotorSport NZ may at its sole discretion allow variation/s to Schedule RH where it can be established that the original component is no longer available and that the alternative component has the same mechanical function and does not provide any weight or other performance advantage (beyond reliability) over the original. All such exemptions shall be listed on the COD form.

3.1 Any vehicle listed as homologated by the FIA prior to 01/01/87, being either -

3.1.1 FIA Groups 1 to 4 - with a COD/HTP and additional modifications compliant with Schedule RH, or -

3.1.2 FIA Groups A and B - 2WD only - with a COD/HTP and additional modifications compliant with Schedule RH or -

3.1.3 FIA Group B – 4WD Turbo, compliant with genuine FIA homologation papers and MSNZ Schedule K.

A list of previously homologated vehicles is available on the FIA website under Sport / Regulations / FIA Historic Rally Championship – <http://www.fia.com/sport/Regulations/histrally.html>

4. PERMITTED MODIFICATIONS

Body shell modifications of the Period to enable drive train and exhaust system fitment are permitted. This is limited to easing of firewall and transmission tunnel panels to enable fitment of alternative engine, transmission and induction systems. The transmission tunnel / floor pan may be further modified for the sole purpose of routing the exhaust system. The provisions of 4.3.1 shall remain at all times. It is permitted to modify the body shell to allow the installation of alternative mounting points for Period modifications to the rear suspension.

The use of Titanium is forbidden.

4.1 Body Shell External

4.1.1 External appearance: The silhouette of the Series Production Car shall not be altered. The addition of Period type rear boot-lid spoilers and guard flares are allowed. These items may be constructed from an alternative material as per the Period.

4.1.2 Windscreens: Laminated screens in place of safety glass are recommended.

4.1.3 Suspension tower (strut) brace: May be installed, provided it remains removable, hence is attached by means of bolts.

4.1.4 Seam welding: Is authorised to the bodyshell.

4.1.5 Strengthening: Localised strengthening of the bodyshell is authorized provided the additional material completely follows the shape of the original part and is in contact with it.

4.1.6 Underbody protection plates: Are authorised, provided that their sole function is to protect the underside of the car from damage. Additionally, to protect the side of the car soft flexible material may be fitted longitudinally between the wheel arches provided it is contained within the bodyshell silhouette when viewed from above.

4.1.7 Mudguards: Guard liners may be removed. The edges of the standard guards may be folded back if they protrude inside the wheel housing. The original external shape, except for guard flares, must be retained.

4.1.8 External rear-view mirrors: May be substituted.

4.1.9 Roof vents are permitted but they must be in the forward one-third of the roof, so that their open side faces forward, and their vertical opening is not greater than 10 cm

4.2 Body Shell Internal

4.2.1 Interior trim: Free, excepting that the original or Period variant dashboard assembly shall be retained in its original position.

4.3. Engine

4.3.1 Engine location: The engine must be mounted in the original compartment and no body shell modifications to enable relocation are authorized. Engine mountings are free.

4.3.2 Engine identification and sealing: Not Applicable

4.3.3 The original make of cylinder block and crankcase from the manufacturer of the vehicle or the homologated / Period option must be employed. The swept volume of the engine must remain within the same cubic capacity class as the engine supplied by the vehicle manufacturer. Where an engine is close to the capacity limit of the class, and reboring (which is permitted only to a maximum of 1.5mm in this case) causes the engine to pass into the next capacity class, the engine will be deemed to conform to the original class. Modifications to internal components are free.

4.3.4 The original make of cylinder head from the manufacturer of the vehicle or the homologated / Period option must be employed. Modifications are free.

4.3.5 Cooling system: Free, providing all components are mounted within the bodywork.

4.3.6 Inlet and exhaust manifolds: Free.

4.3.7 Induction and fuel systems: Free, provided that the original or homologated type, i.e. carburettor or fuel injection, is retained.

4.3.8 Engine Management: Computerised electronic fuel injection may only be utilised if originally fitted. In such cases the ECU is free, save that it must respect the original housing and location.

4.3.9 Ignition system: Free.

4.3.10 Exhaust system: Free.

4.3.11 Engine Oil Coolers: May be fitted

4.3.12 Camshafts: Free.

4.4 Transmission

4.4.1 The transmission housing must be either –

- (a) The original series production unit, or
- (b) An homologated non OE option from an alternative vehicle of the Period, or,
- (c) An alternative transmission from the same vehicle manufacturer where the alternative transmission was fitted to a series production vehicle from that same manufacturer within the Period.

4.4.2 Gear selection mechanism must be as per the transmission of the Period. The maximum number of forward gears shall be five. Internal transmission components are otherwise free.

4.4.3 Final drive: Free, provided that the original type of axle housing must be retained.

4.4.4 Limited Slip Differential: Free, provided that actuation may not be by electronic or external hydraulic means.

4.4.5 Clutch and flywheel assemblies: Free

4.5 Suspension

4.5.1 Springs and dampers: Free, provided that the original or homologated type (eg Macpherson strut, leaf spring etc) is retained. Remote gas canisters are not permitted.

4.5.2 Anti-roll bars: Free to be added, removed or substituted.

4.5.3 Suspension Bushes: Free

4.5.3. Rear axle location may reflect Period modification. I.e. it is allowed to utilise four trailing link rear axle location, Panhard Rod, Watts Linkage etc.

4.6 Brakes

4.6.1 Dual circuit braking systems are permitted, as is the installation/ removal of vacuum power assistance.

4.6.2 Brake lining material and hydraulic hoses are free.

4.6.3 Drum brakes may be replaced by Disc brakes. Rotors must be constructed only of ferrous material.

4.6.4 Pedal boxes enabling adjustable brake bias are permitted.

4.6.5 Hydraulic handbrakes are permitted

4.7 Steering System: Free

4.8 Electrical system: Free

4.9 Road Wheels & Tyres

4.9.1 Wheel diameter may be varied by no more than two sizes up or down from the manufacturer's specifications. Otherwise, wheels are free.

4.9.2 Tyres: Free

25. APPENDIX C Service Crew Briefing

- This briefing is to advise of the principles and requirements for servicing of the rally car throughout the event.
- **SERVICE AREAS**
- Servicing must be undertaken within designated areas. These are identified in the competitor's road book, the service crew road book and the event maps. In general they allow considerable freedom however the location of mid day service parks and end of day service parks are quite specific. In some situations where it is not possible for service areas to be at either the start or finish of a stage then provision has been made for the service areas to start or finish at the closest practicable point to the stage.
- It is permitted to leave the rally route to undertake servicing within the designated service areas.
- When servicing on a roadside you are to ensure that two way traffic remains available at all times
- The Service Crew road book has been prepared to show the easiest route to travel between service areas
- In some situations the service area location has been specifically requested by the local community.
- Mid day Service Parks will have a Time Control out so as to regroup the field for safety purposes.
- All teams are responsible for ensuring that all rubbish is removed and that service areas are left clean and tidy on the completion of servicing. The use of groundsheets is recommended.
- Supplementary Regulations 18.1.6 provide that due to the duration of the event, MotorSport NZ Schedule R 6.1 (e) is suspended. This allows a competitor to tow their vehicle for the purpose of reaching a repair location prior to entering any Control zones. It is not permitted to tow to a Control zone and push the vehicle in.
- **NO SERVICE AREAS**
- Areas where servicing is not permitted are designated in Competitors Road Book
- Generally these areas are on roads leading to and from Special Stages, where Local Authorities are concerned about maintaining normal traffic flows or where access is difficult
- In some situations it is not possible to service between two stages for these reasons
- Service crews may wait for the competing car outside of the designated service areas but cannot service outside of the designated service areas.
- Servicing or waiting for cars on Highway One:
 - Where this is permitted it is restricted to signposted "Rest Areas", Automotive repair business facilities, and to side roads adjacent to Highway One only
- Servicing in a no –servicing or no-access area as shown in the Competitors Road Book will invoke a penalty, refer to ASR's Article 18.1.2
- **SERVICE TIMES**
- Approximately 10 to 15 minutes should be available after each stage where servicing is permitted
- **END OF DAY SERVICING**
- End of day Service Parks have a Time Control in and no Time Control out, and you are permitted to book into Parc Ferme early without penalty
- A minimum of 1 hour service time is available between booking into the Service Park TC and the Parc Ferme TC.
- Failure to report to Parc Ferme at or prior to due time will invoke a penalty of 10 seconds per minute of lateness up to a maximum of 30 minutes lateness
- Late entry or failure to enter Parc Ferme following the lodgement of a Temporary withdrawal form will invoke the following penalties (i) Ten (10) minutes for the first hour or part thereof. (ii) Six (6) minutes per hour or part of for any remaining hours up to a maximum total time penalty of forty (40) minutes

- **BEGINNING OF DAY SERVICING**
- Sufficient time has been made available during touring to the first Special Stage to provide for fuel top up and tyre change if required.
- **REMOVAL FROM PARC FERME**
- Supplementary Regulations Article 18.1.3 provides that should a competitor wish to remove or be required to remove their vehicle from the Parc Ferme for repair, this will be permitted on the penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour or part thereof for any remaining hours up to a maximum penalty time of 40 minutes. This penalty will commence each time a vehicle is removed from Parc Ferme. The penalty will be added to a competitors overall event time.
- Notwithstanding article 18.1.3 competitors will be provided with two (2) overnight Parc Ferme leave passes which will enable their car to be removed from a Parc Ferme overnight for servicing without incurring a penalty. These passes can be used at any Parc Ferme, they are vehicle specific and are not transferable to another competitor.
- Supplementary Regulations 18.1.5 provides that should a competitor lodge a Temporary withdrawal form and not enter, or be late in entering a Parc Ferme then a penalty of 10 minutes for the first hour or part thereof then 6 minutes per hour or part thereof for any remaining hours up to a maximum penalty time of 40 minutes will be applied
- Supplementary Regulations Article 18.1.6 provides that all vehicles should be back in Parc Ferme prior to the first car commencing each day. Parc Ferme penalty time will continue for any competitor who is late. Otherwise maximum target penalties will be applied.
- **DRIVING BEHAVIOUR**
- You are reminded that service vehicles are part of the event. A high level of road courtesy to other road users is expected
- Any crew receiving a traffic offence notice must report it to their crew who then reports to event officials.
- The penalty for receiving a traffic offence notice is: first offence - \$100 fine, second offence - \$500 fine plus 5 minutes to event time, third offence - \$1000 fine plus exclusion (MotorSport NZ Schedule P, A3R.4) This penalty is against the competing driver.
- The penalty for failure to report receipt of a traffic offence notice is \$500 fine plus exclusion (MotorSport NZ Schedule P, A3R.3) This penalty is against the competing driver
- The NZ Police have a system in place to advise organisers of traffic offences.
- Below is an Extract from the supplementary Regulations - Article 19 TRAFFIC LAWS. This applies to both the competing car and to all service/support vehicles

19 TRAFFIC LAWS

- 19.1 Throughout the entire rally (with the exception of special stages), the crews must strictly observe the traffic laws of New Zealand. In particular;
- (a) Competitors and their service crews must always drive and conduct themselves in a manner which does not discredit the event or arouse adverse public opinion.
 - (b) All traffic regulations and particularly speed limits must be rigidly complied with on all road sections
- 19.2 It is mandatory for any competitor or service crew who have been issued with a traffic offence or warning notice during a rally to fully report the incident in writing with details to the Clerk of the Course, or his assistant not later than 30 minutes after their actual reporting time at the end of the Day in which the incident occurred.

- 19.3 Should the police officer decide against stopping the driver or vehicle, they may request that the Clerk of the Course apply an appropriate penalty, subject to the following:
- (a) That the notification of the infringement is made through official channels in writing, before the posting of the final classification; and
 - (b) That the statements are sufficiently detailed for the identity of the offending vehicle driver to be established beyond all doubt, as well as the place and time of the offence; and
 - (c) That the facts are not open to various interpretations.

Note: The New Zealand Traffic Regulations are contained in the Land Transport Safety Authority Booklet "The Road Code" which all competitors are expected to be familiar with.

- 19.4 Any crew, which does not comply with the traffic laws, upon being issued with an Infringement Notice, shall be subject to the penalties as prescribed in the National Sporting Code.
- 19.5 Competitors and crew shall be held entirely responsible for any accident or breach of the laws in which they may be involved and shall declare to the Clerk of the Course particulars of any accident involving damage to property or injury from which liability may arise and shall indemnify the organisers in regard to any liability.